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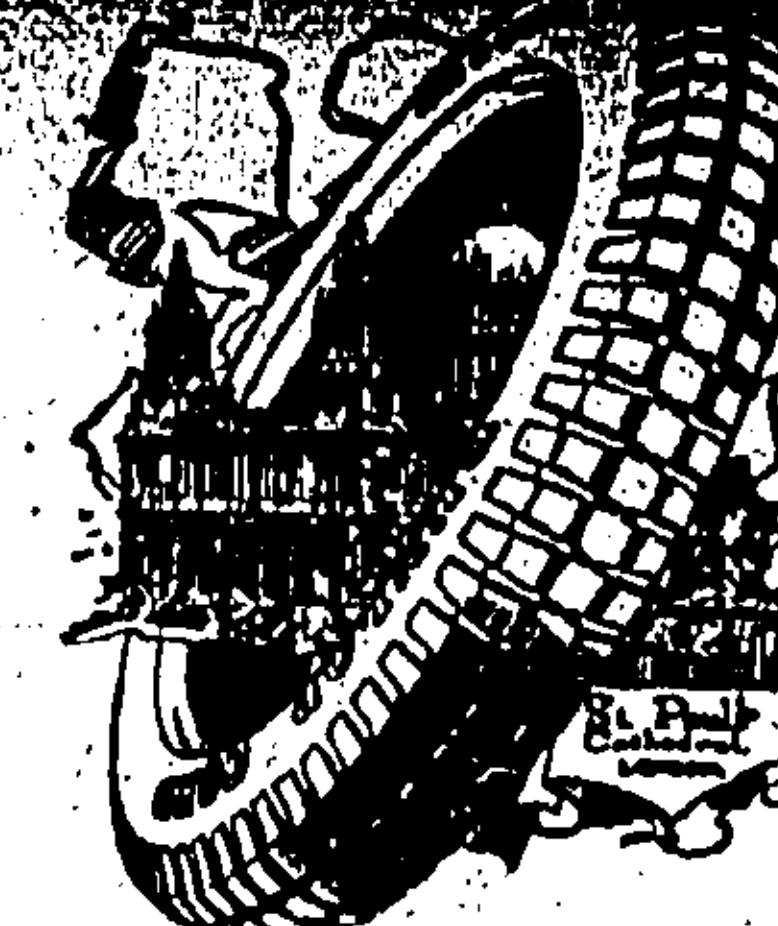
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The Hongkong Telegraph.

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CHINA MASSING TROOPS ON QUINSAN FRONT.

LEAGUE PASSES RESOLUTION.

CHINA & JAPAN ABSTAIN.

INVITATION TO AMERICA.

London, Mar. 11. The Assembly of the League of Nations this evening carried the resolution drafted yesterday providing for consideration and settlement by the League of the Sino-Japanese dispute in the Far East.

There were forty-five votes for the resolution and no dissentients, but the China and Japan representatives abstained from voting.

The plenary session at which this decision was reached was preceded by a meeting of the General Committee, at which the Japanese delegate, Mr. Sato, declared that he fully agreed with the fundamental principle of the resolution and asserted that Japan, as a member of the League and a signatory of the Paris Pact, had no territorial ambition against any other member of the League, her military measures having been necessary because her nationals and their property in China were imperilled.

No Instructions.

The Chinese delegate, Dr. W. W. Yen, said he abstained from voting as he had not received instructions from his Government. He certainly supported the resolution.

Representatives of the following six countries, together with the President and the representatives of the twelve States represented on League Council, will form the committee to deal with the Far East situation, namely, Switzerland, Czechoslovakia, Colombia, Portugal, Hungary, and Sweden.

Japan's Explanation.

Mr. Sato announced that he had refrained from voting because Japan did not recognise the application of Article Fifteen to the dispute.

The terms of the resolution were afterwards communicated to the American representative at Geneva, with a request that the United States should, if necessary, co-operate in maintaining order in the Shanghai Zone when evacuated by the Japanese.

America is expected to reply in the affirmative.

Assembly Adjourns Sine Die.

The Assembly adjourned indefinitely after election of the Special Committee, which will replace the Assembly and which will meet early next week.

The Committee has been asked to submit its Report not later than May 1st.—British Wireless and Reuter.

Mr. Stimson Pleased.

Washington, Mar. 11. Expressing gratification at the Assembly's resolution, Mr. Stimson said the action expresses the purpose for peace which is to be found in Paris Pact and the League Covenant, in which all nations can speak with the same voice.—Reuter's American Service.

DOLLAR REMAINS UNCHANGED.

SILVER RISES IN LONDON.

Although silver has risen in London, the local dollar remains unchanged at £1. 3.7/8d. The market is very dull, with no business passing.

The London rise was 3/13ths both spot and forward. China and the Continent bought, and there was small business. After the official fixing, the market was easy, due to America selling.

The cross-rate has further declined to 8.64.

Ernest Charles Pearce, a warden on the Hongkong Prison Staff, has been missing from the Government Civil Hospital, where he was a patient, since Thursday, according to a report by the Superintendent of Prisons.



An impression of peace and war are curiously intermingled in this picture, one of the first to be taken after the sudden Chinese retreat from their lines near Shanghai. It shows Japanese troops moving forward in extended order, following closely upon the heels of the retreating XIth Route Army.

GERMANY'S FATE IN BALANCE.

THE BATTLE FOR PRESIDENCY.

HEAVY TASK FOR HINDENBURG.

Berlin, Mar. 11. The critical issue of the presidential election, in which it is now obvious there will be a much more bitter contest than was earlier anticipated, will be followed by elections for the Prussian Diet, to be held on April 17.

This will be the week after the second presidential election ballot.

Vital importance is attached to the Prussian elections for according to the German political adage: "He who holds Prussia holds Germany."

The Nazis are confident of obtaining a huge majority, sweeping away the Socialist regime which has been in power in Prussia for the past seven years.

Military Lead.

A striking illustration of the manner in which President Hindenburg is being deserted by many of his comrades of the War is provided by a manifesto signed by General von Blowlow and fifty ex-generals and admirals, appealing to the country to vote for Hindenburg.

The manifesto declares:

"Since Hindenburg became President we have sunk deeper and deeper into distress, of which Locarno, the Young Plan, Geneva and Poland have marked the stages.

"There is no hope that Hindenburg will ever decide to take up the fight against Marxism and foreign oppression."—Reuter.

SHANGHAI'S MUNICIPAL COUNCIL.

ELECTION TAKING PLACE SOON.

(Our Own Correspondent).

Shanghai, Mar. 12. Elections for the Shanghai Municipal Council take place very shortly, the nominations closing at noon to-day.

The following have already been nominated:

Mr. H. E. Arnhold
Captain J. J. Bahson,
Mr. B. D. F. Beith,
Mr. A. B. Bell,
Mr. J. W. Carney,
Mr. K. Fukushima,
Mr. A. J. Hughes,
Mr. N. Leslie,
Mr. O. Okamoto,
Mr. F. J. Raven.

A ballot will be necessary even though no further nominations are received.

Brig.-General Macmillan is proceeding on leave shortly and is not standing. Mr. Shappard will probably be replaced by Mr. Both. The former's nomination has not been received.

GERMANY'S FATE IN BALANCE.

FUTURE OF THE POUND.

NO PERMANENT MANAGEMENT.

London, Mar. 11. An important statement on the pound sterling and the merits of a managed currency, was made by the Chancellor of Exchequer, Mr. Neville Chamberlain, in the House of Commons to-night.

The Chancellor declared that the Government did not desire to see the pound forced up to a rate injurious to industry. He could not foresee the ultimate time or the rate of stabilisation, but took the view that, sooner or later, we must link British currency to a metallic basis, and he saw no better basis than gold.

Gold Standard.

It had been suggested during the debate that we might be forced back to the gold standard and into buying gold, but that contingency was so remote that it need not be considered.

He thought it was an entirely mistaken view that the United States would be forced off the gold standard. The measures taken there had been wisely conceived and were having an effect in the United States which might prove to be beneficial to the whole world.

Trade Disturbances.

He agreed that fluctuation in the value of the pound was most detrimental, and that the speculation now taking place in sterling was injurious and disturbing to trade.

Obviously, he said, the power of managing the currency had diminished when they had, as at present, such an enormous volume of short-term money available throughout Europe.

If they were to manage the currency it would have to be done on a very large scale indeed.

As to the ultimate policy of the Government, he expressed the purely personal opinion that he was not attracted by the idea of managing the currency, because sooner or later, we should find that we had to link the currency to a metallic basis.

Whether they should stick to gold, or mix it with something that would help them out, he did not know, but he did not see any better basis than gold which, in the past, had served well.

Not Permanent Policy.

Although for the time being our currency was a managed one, it should not be assumed that Government intended that that was going to be the permanent policy. The Macmillan Committee came very definitely to the conclusion that if management there was, it ought not to be in the hands of the Government but in the hands of the central banking institution. With that he entirely concurred.—British Wireless.

IRREGULAR BOMB ATTACKS.

JAPANESE ARMY STATEMENT.

FRONTS QUIET.

(Our Own Correspondent).

Shanghai, Mar. 12, 10.49 a.m.

THE QUINSAN FRONT is bristling with Chinese troops, following extensive movements the night before last. Practically all the soldiers at Soochow have been moved up, leaving just sufficient for police duties.

For the moment, however, the fronts are quiet, though the Japanese complain that their troops have been attacked by plain-clothes men in the vicinity of Nanjing, two of their soldiers having been gravely wounded by bombs thrown by these irregulars on March 8, according to an official Army statement.

JAPANESE LOSSES.

The Japanese continue strictly upon the defensive, nearly all their advanced lines having fallen back to well-protected positions which have been feverishly prepared in the past few days.

General Tsai Ting-kui has definitely established his headquarters at Quinsan, where, according to persistent reports, over 50,000 men are now concentrated.

The number of men opposite the Japanese lines elsewhere are also reported to be swelling daily.

CREDIT BALANCE JUMPS UP.

HONGKONG FINANCES IMPROVE.

A marked increase in the Colony's credit balance is reflected in the financial statement for November, the figure, \$12,076,142, comparing with \$10,925,581 at the end of October.

The revenue for November totalled \$3,182,735, compared with \$2,655,373 in the same month of 1930; while the respective expenditure figures were \$2,033,174 and \$2,291,846.

On a year's estimate of \$27,488,759, the revenue for the eleven months totals less than a sum of \$30,182,500. This compares with \$23,766,519 for the same period in 1930. Post Office income is \$600,000 above the 1930 figure, and licences show an increase of about four and a half millions.

Expenditure for the eleven months totalled \$27,468,037, against \$24,666,689 in 1930. The estimate for the whole year was \$29,787,856.

CUSTOMS SEIZURE.

Shanghai, Mar. 12, 10.50 a.m. Mr. Maze has received the following telegram from Mr. R. M. Talbot, the Commissioner of Customs at Antung:

"Japanese Consul privately informs me that I must be prepared for a request from the Superintendent to hand over, possibly at once."

"Superintendent has received instructions from North-Eastern Administrative Committee that Customs is to be under its control, that Superintendent is to carry on and that a certain Japanese has been invited to be an Adviser of his office."

The telegrams have caused a minor sensation as they are taken to indicate that the new Manchuria Government intends to take over the Customs Administration in "Manchukuo" appropriating to their own use all Customs revenue.

A message from Geneva says that Mr. Yen has lodged a strong protest with the League Secretariat regarding this matter.—Reuter.

DEATH OF MRS. W. F. FINCHER.

OLD AND RESPECTED RESIDENT.

An old and highly respected resident of the Colony in the person of Mrs. W. F. Fincher, the mother of the well-known local cricketer and tennis player, passed away this morning at her residence at Kowloon Tong.

A member of a well-respected family, the late Mrs. Fincher enjoyed a large circle of friends in Hongkong and to them her sudden demise will come as a complete shock. She was a sister of Mr. F. C. Mowfng, Mr. E. Mowfng, Miss R. Mowfng, and Mrs. E. Mackay of Hongkong, of Mrs. C. Parkinson of Foochow and of Mrs. B. Lyon of America.

She is survived by her husband, Mr. W. F. Fincher, who retired as Senior Sanitary Inspector of Kowloon some years ago, two sons, Messrs. E. G. and E. F. Fincher, the well-known cricketers and tennis players, and a daughter, Mrs. A. E. F. Guest.

The funeral will take place this afternoon, passing the monument at 5 p.m.

REIGN OF TERROR IN SACHALIEN.

FOREIGNERS IN PERIL: FLEE TO RUSSIA.

A REIGN OF TERROR has been established by the Chinese garrison of Sachalien, in Heilungkiang, which, hostile to the new Manchurian State, revolted on the occasion of the flag-hoisting ceremony, shot all officers loyal to the new Government, and pillaged the town.

Many foreigners were in danger of their lives, but the majority escaped into Russia by crossing the Amur River. Foreign business premises and the Chinese banks have been looted and the prisoners in the gaol have been released.

At the moment, the rebels are in complete control of the situation, and the inhabitants are in a state of panic.

CHINESE TROOPS REVOLT AGAINST NEW MANCHURIAN STATE.

Moscow, Mar. 11. A serious revolt against the Government of the new State in Manchuria has broken out near Blagoveshchensk, on the Heilungkiang-Russian border, according to a graphic report reaching the Moscow office of the Tass Agency to-day.

Instructions had been sent to the officer commanding the garrison that the new five-coloured flag of the State was to be hoisted with due ceremony. Troops were paraded for the occasion, but when the hoisting ceremony commenced, they began to demonstrate against the new State.

OFFICERS KILLED.

In quick time, the situation was entirely out of hand. Some of the troops remained loyal to their officers and heavy rifle and machine-gun fire followed.

The rebel troops heavily outnumbered their opponents and the Governmental troops were forced to surrender.

The Chief of Staff and ten officers were killed.

JAPANESE MURDERED.

Soon afterwards, the rebel troops entered upon an orgy of looting and pillage. A Japanese barber and a Japanese photographer in the town were brutally murdered, after which the whole town was systematically looted.

The Soviet State Trading Corporation's premises were raided and everything of value taken away or destroyed.

The Chinese banks were occupied and looted, after which the rebels released the prisoners in the local jail.

BRITON MOLESTED.

The rebels molested Mr. Cross.

They assert that Hsuan Tung is liable to punishment for high treason, while Japan must be held responsible for violating the political integrity of China and the sanctity of the League Covenant, the Nine-Power Treaty and the League's resolutions.

It is alleged in the statement that the Japanese employed rebels to form unlawful organisations, and compelled Hsuan Tung to proceed to Manchuria, forcing him to accept an illegal post and organise a puppet Government.

The Chinese Government must declare that during the period of Japanese military occupation of Manchuria, any political organisation therein will be regarded as a rebel organ sponsored by Japan.

Moreover, the Chinese Government will not hold itself responsible for any actions taken by the puppet Government, as the responsibility will rest entirely with Japan.—Reuter.



Prince Leonard of Cambridge, son of King George VI, was awarded the Victoria Cross for gallantry in World War II.

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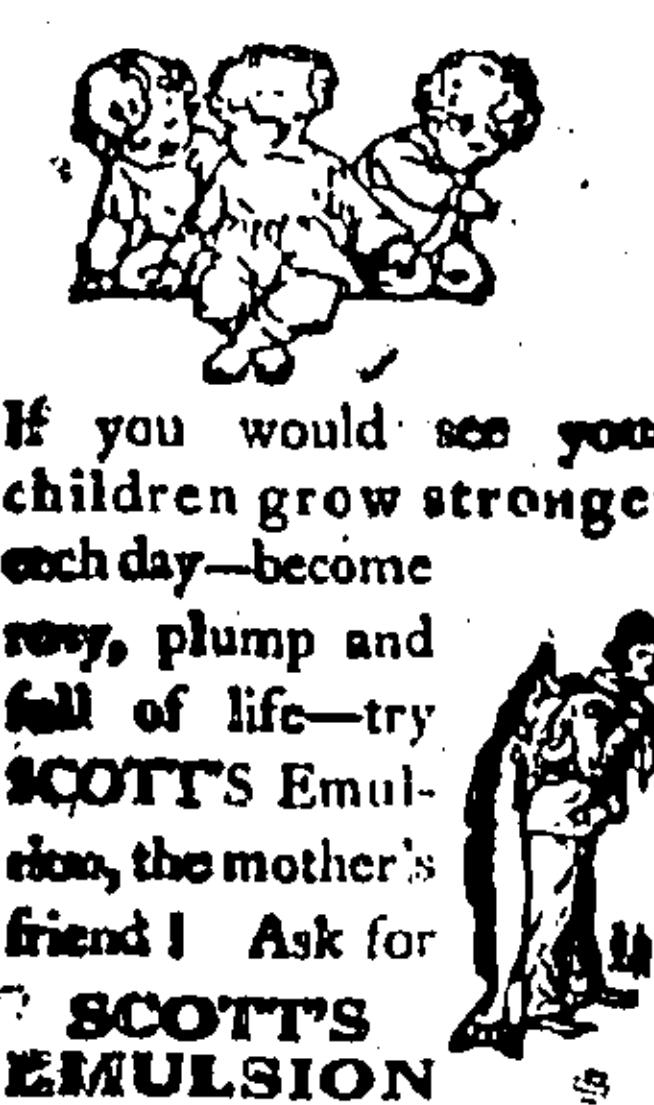
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IN A HARD-FOUGHT GAME
WITH THE
SCAMPERING ESCAMPS, TRY
AGAIN AND AGAIN TO GAIN
A GAIN BUT
AGAIN AND AGAIN NO
GAIN —
THE SCORE REMAINS A
TIE AT NAUGHT
TO NUTHIN'!

THEN, OUT OF ONE OF THE
HEAPS POPS GOOD OL' SAM—
BUT, WHAT TH' HECK IS HE
RUNNING FOR?

WHOOPEE!
A TOUCHDOWN!

WHADDYA MEAN,
TOUCHDOWN?
YA HAVEN'T EVEN GOT
THE BALL!

I NEVER READ ANY RULE
AGAINST LETTIN' TH' WIND OUT OF IT!
TH' HECK,
I HAVEN'T CORCHY!

One for the Books!**By Small**

ALONG THE THRAL OF MARCO POLO.
INTREPID TRANS-ASIAN EXPLORER ARRIVES.

M. Georges Marie Haardt, famous leader of the Trans-Asian Motor expedition in caterpillar cars, arrived in Hongkong last night by the steamer President Jefferson. M. Haardt was accompanied by M. Louis Audouin Dubuval, Joint Leader of the Expedition, Captain Victor Point, Chief of the China Group, Commandant Flequeen, Geologist, M. Georges Ze Flou, Historian, M. Alexandre Iacovoff, the famous Artist and Painter, M. Zion Monzit, Cinema Operator, and M. Petrovsky.

Below is printed a copy of the letter received by Lady Peel from Mrs. Florence Amery, wife Mr. L. M. S. Amery, former Secretary of State for the Colonies, who is the guiding light in England of the project, in which she asks for the co-operation of Hongkong, and sets out the aims of the movement.

Lady Peel is forming a committee to enquire into the possibilities of such a scheme being operated in Hongkong on Empire Day, who will explore the suggestions contained above.

The text of Mrs. Amery's letter reads:

Dear Lady Peel.—As you will see from the enclosed leaflet, a Women's Committee of the Fellowship in Great Britain to advocate "Empire meals on Empire Day". We aim to have similar Committees set up in every part of the Empire, and venture to ask your help. I hope you will agree that it is fitting to approach "Government House" in the first instance (following the precedent when the Fellowship was first constituted, with H.R.H. the Prince of Wales as President).

The plan is very simple. In the Home Country we propose in the first instance to ask the Royal Households to give their approval; then to invite the wives of the civic heads of each town to help. We are assured of the sympathy of the Dominion and Colonial Office (through the Empire Marketing Board, who will provide Empire menus, etc.), of the Department of Agriculture and Fisheries, and of the Chambers of Commerce.

If you could give your approval, and invite a few ladies in your Colony to organize a Local Committee, they could then decide as to how best to suggest to housewives this observance of Empire Day. If there is in your Colony an Empire Day Observance Committee, or other Empire patriotic organization, probably it would gladly help.

Autonomous Committee.

Your Committee would be, of course, fully autonomous; would carry on by whatever methods it thought best; but the Home Country Committee would gladly help with any information or advice. As you will see, this Home Country Committee includes members with special links with all parts of the Overseas Empire: Lady Jellicoe (Empire Day Movement) and Lady Dawson and Lady Morgan (British Empire Producers Association).

If on Empire Day we can have Empire food in every Empire home, it will help to make known our great resources, and help the producers of your country to find markets in other territories under the flag.

We shall be most grateful if you can consent to start the movement in Hongkong.

Yours sincerely,
(Sd.) FLORENCE AMERY,
Chairman.

P. S.:—I know that this request to celebrate Empire Day by eating Empire food may be impossible to fulfil in your Colony, but we send it to let you know that we are hoping to get all the products of your Colony better known, and we believe that this little task of the Fellowship of the British Empire will help to do that.—F. A.

The following has been circulated by the Fellowship of the British Empire Exhibition:

The women of the Empire are asked on Empire Day 1932, and in the succeeding years, to agree to use at their tables solely the food products of British lands. This in humble acknowledgment of the gracious dispensation of Providence which enables the British Empire to produce every article of food

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THREE KINDS OF LOVE

by KAY
CLEAVER
STRAHAN

BEGIN HERE TODAY

Ann, Cecily and Mary Frances Frimark live with their grandparents. The sisters have been orphaned since childhood. The grandparents—known as "Uncles" and "Auntie"—are not very well off, though the household is supported by Ann's and Cecily's earnings. For this reason, Ann, 28, and Phillip, 26, young lawyers, are still postponing their marriage though they have been engaged 3 years.

Cecily, 22, is in love with Harry McFerrin, an engineer, but when he proposed she refused to marry him because he did not assume she would not leave him.

Phill's explanations are vague and Ann decides to go home. On the way trouble strikes up an acquaintance with Earl Armstrong, stock company actor. She meets him secretly on several occasions. Mary Frances led her to believe she is 18 years old. He tries to persuade her to become his partner in a vaudeville act.

This takes Ann to dinner and the girl has never seen such a place before. She is shocked. Phill's explanations are vague and Ann decides to go home. On the way trouble develops with the car. This is trying to repair while the car goes to the couple get out. It is the girl who writes the note and an escort. Phill introduces her as Letty King. The man is Kenneth Smith. Letty King is a girl with a cold heart. Ann, angry, gets in Smith's car and asks him to take her home.

CHAPTER XXVIII

She had thought he would not understand, but he did understand and he laughed a little, pleasantly. "I'm sitting pretty," he said. "What about you?"

Ann could lie, but not over the telephone or rapidly. She had to take her time about it.

"Care to try one of the speed boats to-morrow afternoon?" he asked. "A couple other fellows and I have a houseboat way up the river. Chinese cook fixes pretty fair chow. We could go up for supper—swim, if it's not too cold—fool around."

"Thank you," Ann said automatically, "but I can't. I have another engagement."

"With Letty's boy friend?" he taunted.

"No," said Ann truthfully. "I don't understand," she went on, "why, when Letty could play with you, she wants to play with Phil."

She had spoken her thoughts aloud, but not completely. What she meant was that Letty King had appealed to her as a person who would prefer two speed boats, one houseboat, one Chinese cook, and two automobiles to one automobile in failing health.

Kenneth Smith, young, masculine, did not read her meaning clearly. "All that I know is that she fell for him and fell hard. He's good-looking, I guess, if you like that kind of looks, and, of course, I'm as homely as a hen's foot."

Besides, she's young—she's awfully young, even for her age, and she goes in strong for all this hooey about love and trips like that."

"You aren't homely," said Ann, though she really didn't remember what he had looked like in the light and had an impression, only of cleanliness and blonde youthfulness. "And you are young, too."

"Young, too," he said, "but not too young," and paused to be pleased with his epigram. "I'm not so young at that," he resumed. "I'll be 23 next November. That's only five years younger than you, and that's a few years between friends."

Letty had said, "Phil's told me a lot about you." It seemed odd to think of these strange people, Mr. Smith, and Letty King, and Phil, discussing her and her age. What, exactly, might "a lot" mean?

"Say," he said, "you aren't sore at me, are you, for pulling that about your age? When a girl is as pretty as you are she's—she's kind of useless. You know what I mean? I didn't think."

"No," she said. "That was all right, of course." Think. She had to think. She had not done any thinking at all as yet. Her heart must be broken. It would needs be broken. She must think about that. "Tell me about yourself, won't you?" she tossed to him to play with, so that he would stop bothering her and give her time to think.

The university hadn't been so hot . . . She was probably numb, or whatever it was that people were from pain and shock, and the ache and the hurt would begin later . . . Collecting rents, looking after dad's interests. Mater liked to have him stick around, now that dad was gone . . . This strange feeling of freedom, this sense of escape, couldn't have anything to do with heartache . . . Letty's folks had lived next door to them before her old man got caught in the crash. Too bad, it had given Letty taste for nice things . . . It was so good not to have to ride home with Phil and quarrel and quarrel. Odd, she didn't feel furiously angry with Phil; not any longer. Odd, she didn't seem to feel much of anything. Numb? No, not exactly. Excited? That would pass. She was not lonely, as yet. She was not sad. She would be, later.

The edges of the road were lighted now; fruit and vegetable stands were spreading on either side; places to eat—Chicken-Chicken-Chicken. Places to dance; places to get gasoline; bright lights—but with big dark spaces crouching among them.

"Or," he laughed, "wouldn't you know about that?" Ann started. For more than a mile she had not heard a word

how much driving with you tonight has meant to me. It would mean a lot to any man."

"But," she protested, not too tactfully, "I haven't said anything at all."

"That's it," he pronounced. "It's what you don't say. No line—no wisecracking, or trying to, or anything. It's the way you listen to a man and understand. You—well, you're deep. Deep. Knowing you, if I do say it myself, is like—well, it's kind of like going for a swim in the surf after a fellow's been wading in a kid's wading pool. Do you know, you are the first girl, absolutely the first girl who's come into my life that understood, just right off without asking questions nor anything—well, all about me, and my getting kicked out of the university and all. What you are—I know. Wait till I get the word. Inspirational. It's what you are. Inspirational."

Ann had no idea what to do with that, there was so much of it, so she said nothing.

"Gee!" he said, "but you're great!"

"I suppose," he said, when finally—and to Ann it had dragged out to long finally—the car had stopped in the driveway in front of her house, "there's no chance for that date to-morrow?"

"I'm sorry," she said.

"Pretty well dated up. I suppose?"

"Well—yes."

"Surely. I might have known it. Would you kiss me good night?"

"No," said Ann. "I wouldn't think of such a thing."

"Gee! You're great. Well, I'll give you a buzz. I'm horning in. You know the girl who said she was easy to court but hard to wed? She's a distant relative of mine. I'm easy to catch but hard to lose."

As Ann went tiptoeing up the stairs she thought, "Wouldn't it be wonderful if Phil and I had been married for a long time and that sweet, crazy boy were our son?"

(To be Continued.)

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Lowest Prices in the Colony.

32 THE ARCADE
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TO-DAY'S WANTS.

26 WORDS \$1.50
(\$2.00 If Not Prepared.)
The following replies have been received:-

PERSONAL.

SHANGHAI REFUGEES Mrs. Kam Fung and Mr. Kam Fook should communicate immediately with Mrs. Sze Kok of Wuchow, who resides at No. 1, O'Brien Road, 1st floor, Wanchai, next to the Fire Station.

FOR SALE

FOR SALE—Graham Paige, sport touring, excellent condition, done very low mileage, owner driven, owner buying sedan car, cheap for immediate sale. Write Box No. 936, "Hongkong Telegraph."

WILLYS KNIGHT Saloon 1931, 2 spare wheels, matched trunk, done under 5000 miles, \$5000 or near offer. Apply Box No. 934 "Hongkong Telegraph."

LOST

LOST—ALSATIAN BERGER, three months old (Pop) black fur, wearing large collar. Kindly return or communicate with A. J. Hund, St. Francis Hotel.

LOST—Tavannes captive folding watch Peninsula Rosewood or between Kowloon and Peak, Friday, March 4th. Reward if returned. Box No. 936, "Hongkong Telegraph."

APARTMENTS

AIRLIE HOTEL—23-25, Nathan Road, Kowloon. Under European Management. Excellent Cuisine. Modern Apartments. Terms Moderate. Three minutes from ferry. Tel. 57857.

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NEW ADVERTISEMENT

HONG KONG CLUB NOTICE.

The Fourth Yearly Drawing of 20 Doubtontures (1928 issue \$500. each) of the Hong Kong Club, Payable on Friday, the 30th September, 1932, will be held in the Club House, at 11 o'clock, a.m., on Thursday, the 17th March, 1932.

Bearers of Doubtontures are invited to attend the Drawing.

By order,

T. A. ROBERTSON,
Lieut. Col.,
Secretary.
Hongkong, 8th March, 1932.

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that the 43rd Ordinary Annual Meeting of Shareholders will be held at the Offices of the Company, Exchange Building, Des Voeux Road Central, Victoria, Hongkong, on Thursday, the 31st day of March, 1932, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ended 31st December, 1931.

The Transfer Books of the Company will be closed from Saturday, 12th March, 1932, to Thursday, 31st March, 1932, both days inclusive. By order of the Board of Directors,

ALLAN KEITH,
Secretary.
Hongkong, 1st March, 1932.

THE HONGKONG FIRE INSURANCE CO. LTD.

NOTICE TO SHAREHOLDERS.

The Sixty-third Ordinary General Meeting of Shareholders will be held at the Offices of the undersigned on Wednesday, the 30th March, 1932, at Noon, for the purpose of receiving the Report of the General Managers, together with a statement of Accounts for the year ended the 31st December, 1931.

The Share Register and Transfer Books will be closed from the 16th to the 30th March, 1932, both days inclusive.

JARDINE, MATHESON & CO., LIMITED.
General Manager, The Hongkong Fire Insurance Company, Ltd. Hongkong, 9th March, 1932.

THE BANK OF EAST ASIA, LIMITED.

NOTICE is hereby given that the THIRTEENTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Registered Office of the Company No. 10, Des Voeux Road Central, at 3:00 p.m. Saturday, the 19th March, 1932, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1931.

The Transfer Books of the Company will be closed from Saturday, 12th March, 1932, to Saturday, 19th March, 1932, (both days inclusive) during which period no transfer of shares can be registered.

By order of the Board of Directors,

KAN TONG PO,
Chief Manager.
Hongkong, 1st March, 1932.

CHINA ENTERTAINMENT & LAND INVESTMENT CO., LTD.

NOTICE IS HEREBY GIVEN that the SECOND ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Registered Offices of the Company, King's Theatre Building, 6th Floor, on Wednesday, the 23rd day of March, 1932, at 12 Noon to receive the Directors' Report and Accounts for the year ended 31st December, 1931, to elect Auditors, and to transact such other business as may be properly transacted at an Ordinary General Meeting of the Company.

And Notice is further hereby given that the Register and Transfer Books of the Company will be closed from the 14th to the 23rd day of March, 1932, both days inclusive.

LIANG CHI MAO,
Managing Director.
Hongkong, 2nd March, 1932.

CHINA ENTERTAINMENT & LAND INVESTMENT CO., LTD.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the Members of the China Entertainment & Land Investment Co., Ltd., will be held at the Registered Office of the Company, King's Theatre Building, 5th Floor, at 12:15 p.m. on Wednesday, the 23rd day of March 1932, for the purpose of considering, and if thought fit, passing the following Resolution:

That there shall be added to Article 71 of the Articles of Association of the Company the words:—

"but the Chairman shall receive double remuneration."

AND NOTICE IS HEREBY ALSO GIVEN that a further Extraordinary General Meeting of the Members of the China Entertainment & Land Investment Co., Ltd., will be held at 12 o'clock noon on Wednesday, the 13th day of April 1932, for the purpose of receiving a report of the proceedings at the above-mentioned Meeting and of confirming, if thought fit, as a Special Resolution the abovementioned Resolution.

Dated this second day of March 1932.

LIANG CHI HAO,
Managing Director.

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

NOTICE is hereby given that the THIRTY-FIFTH ORDINARY ANNUAL MEETING of Shareholders in the Company will be held in the Company's Board Room, 3rd Floor, Exchange Building, Hong Kong, on Thursday, 24th March, 1932, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ended 31st December, 1931, electing Directors and Auditors, and for the transaction of any other Ordinary business of the Company.

NOTICE is also hereby given that the TRANSFER BOOKS of the Company will be closed from Monday, 14th March, 1932, until Thursday, 24th March, 1932, both days inclusive, during which period no transfer of shares can be registered.

By Order of the Board,

D. L. KING,
Secretary.

Hongkong, 5th March, 1932.

CHURCH NOTICES.

Fifth Sunday In Lent.

LOCAL SERVICES.

St. John's Cathedral.

March 13, Passion Sunday.

Confirmation Day.

Holy Communion 8 a.m.

Holy Communion (Peak Church) 8 a.m.

Children's Service 10 a.m.

Confirmation and Sermon 11 a.m. Preacher: The Bishop of Victoria.

Evensong 6:30 p.m. Preacher:

"The Seven Fold Gift."

Week Day Services.

Mattins, Daily at 9 a.m.

Intercessions for the Sick.

Wednesday at 10:15 a.m.

Holy Communion. Thursday at 7:45 a.m.

Choir Practice. Friday at 5:30 p.m.

—

PROTESTANT CEMETERY CHAPEL.

(Happy Valley).

(Services in connexion with St. John's Cathedral).

There will be Evensong with Address at 6:15 p.m. Subject:

"The Love of Christ."

ST. ANDREW'S CHURCH (Kowloon).

The following are the forthcoming services, etc., at St. Andrew's Church, Kowloon:

Sunday, March 13, 5th Sunday in Lent.

8:15 a.m. Holy Communion.

10 a.m. Primary Sunday School & Young People's Service.

11 a.m. Morning Prayer and Sermon. Preacher, The Vicar.

2:45 p.m. Senior & Intermediate Sunday School.

6 p.m. Confirmation Service.

The Right Rev. The Bishop of Victoria.

WESLEYAN CHURCH

The following are the forthcoming services, etc., at the Wesleyan Methodist Church, Wanchai, (opposite Royal Naval Hospital, Queen's Rd., E.)

Sunday March 13, 1932, 5th Sunday in Lent. Passion Sunday.

Morning Service: 10:15 a.m.

Parade Service. Preacher: Rev. Erris C. H. Tribbeck.

Evening Service: 6 p.m.

A continuation of the series of addresses on the Sermon on the Mount in the Life of today.

Preacher: Rev. Erris C. H. Tribbeck.

Sunday School is held each Sunday at 3 p.m.

At The Sailors' And Soldiers' Home.

Sunday at 3 p.m.—Bible Class.

Sunday at 8:15 p.m.—Service.

Monday at 8 p.m.—Fellowship Meeting.

Special Notice.

On Wednesday March 16 commencing at 8:30 p.m. a Debate will be held in the Sailors' and Soldiers' Home, when the motion will be moved that "Machinery is Ruining Civilization." A hearty invitation is extended to all who may be interested to attend. An interesting evening is anticipated.

SEVENTH-DAY ADVENTIST CHAPEL.

Dated this second day of March 1932.

LIANG CHI HAO,

Managing Director.

—

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.

Hongkong Bank, \$1,466 n.

Chartered Banks, \$13 n.

Mercantile A. and B., \$20 n.

East Asia, \$123 n.

—

Insurances.

Canton Ins., \$1,350 n.

Union Ins., \$450 n.

China Underwriters, \$4,10 n.

China Fires, \$690 n.

H.K. Fira Ins., \$12 n.

—

Shipping.

Douglas, \$26 1/2 n.

H. K. Steamboats, \$23 n.

Indo-Chinas, (Prof.) \$32 n.

Union Waterboats, \$26 n.

—

Mining.

Benguet, \$11.75 n.

Kailans, \$26 2/6 n.

S'hal Explorations, Tls. 2.10 n.

Raubs, \$39 n.

—

Docks, etc.

Kowloon Wharves, \$144 1/2 b.

Whampoa Docks, \$29 n.

South China Motors, \$10 n.

Providents (old), \$4.80 b.

Hongkong, Tls. 220 n.

New Engineers, Tls. 6 1/2 n.

Shanghai Docks, Tls. 80 1/2 n.

—

Cottons.

Two Cottons, Tls. 14.90 n.

Shanghai Cottons, Tls. 80

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when you've
tried it—
not before!

Barbasol and your razor
—the perfect shave
dispense with

..BRUSH
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..RUB-IN

Wet your face—hot or cold
water—spread on a bit of
smooth, balmy Barbasol, then
shave. It's simple as all that.

Barbasol

leaves your face cool and
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keeps the oils in—acts as an
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AT
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Billie Dove, featured
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BRUNSWICK HOUSE
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A BROKEN DOWN SYSTEM,
This is a condition (or disease) to which doctors
of many nations are continually referring.
It is the vital forces that sustain the body,
as it were, of the vital forces that sustain the system.
It may be due to the fact that they are
almost numberless. It may be due to the fact that they are
so few; the more prominent being sleeplessness,
sense of prostration, or weariness, depression,
etc. It may be due to the fact that they are
all exhausted. Now, when there is a break-down
in all the houses, increased vitality—vigor,
will be the result. This is the secret of the
method feelings, and as might succeed the day
this may be more certainly secured by a course of
THE NEW FRENCH REMEDY,

THEPHERION NO. 3

than by any other known combination, however
it is a new substance, and has not been
compared with the other substances of
THE EXPIRING LAMP OF LIFE

LIGHTED UP AFRESH.

and a new substance is placed in what had
been a dead lamp, and it is now a new lamp.

This wonderful medicine is available at all
constituents and conditions, in either sex; and it
whose main feature it is, however, that will not
be speedily and permanently overcome by this
medicine, whereas the other medicines will
widely spread in numerous cases of humanisms.

Many leading Chiropractors, and other Naturalistic

Physicians, and others, have recommended

the use of this medicine.

It is a wonderful medicine.

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"No Shine," "Pore Cream,"
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A neat and compact set with a great range of radio reception—perfect reproduction of records, and the added attraction of being moderate in price.

Special Features include: Magnavox Dynamic Speaker—Nine Tube Super-Heterodyne Radio Set (3 multi-mu and 2 Pentode)—Four Gang Bell Bearing Condenser—Push-pull Audio Output.

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DELIGHTFUL \$12.75
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THE HONGKONG HOTEL GARAGE.

The Hongkong & Shanghai Hotels, Ltd.
Incorporated in Hongkong
Stubbs Road Happy Valley

BIRTH.

De SILVA D. O.—To Mr. and Mrs.
D. O. de Silva at Hampstead,
London, on 11th March, 1932, a
bounding girl.

DEATH.

FINCHER.—On 12th March, 1932, at
her residence, Lena, dearly beloved wife of W. Finch. Funeral
will pass the Monument to-day
at 5 p.m.

The Hongkong Telegraph.

SATURDAY, MARCH 12, 1932.

AN ARMED LEAGUE.

In recent discussions on the seeming ineptitude of the League of Nations to put a stop to the Sino-Japanese conflict, the point has often been made that the League has no means of enforcing its views. It is interesting, however, to look for a moment into the proposals tabled by M. Tardieu, on behalf of France, just after the opening of the Disarmament Conference in Geneva, which, if put into effect, would provide means whereby the League could be armed to keep the peace of the world. The proposals were that the League should have the right to call on the nation States for the loan of heavy aerial bombing machines, heavy land batteries, ships of more than 10,000 tons carrying guns of over 8-inch calibre, and the larger submarines, these to be at its disposal in the event of the Council deciding on action against an "aggressor." Moreover, the League, it was suggested, should have a regular army, or "police force," of its own, to which each State should supply a contingent, whilst in order to prevent the conversion of commercial aircraft into military machines, civil aviation should be internationalised under the control of the League. It was further proposed that there should be pledges to accept compulsory arbitration as the method of settling disputes, and certain measures for humanising warfare.

The idea put forward in the French proposals are by no means new. They are advanced as a choice between "a League disposing of an executive authority and a League paralysed by the intransigence of national sovereignty." If that were all, the scheme would be quite acceptable, since the notion of a "super-State" as the guardian of peace and the regulator of relations between peoples has much to commend it. The pooling of security is the only sane and safe method of achieving what everyone wants. Unfortunately, a close examination of the proposals raised some doubt as to their efficacy.

For example, it is not suggested that big guns and battleships and bombing planes should be scrapped—only that they should be borrowed if and when the League thinks fit. Each nation is to be protected by the arms of others, not in return for diminution of its own, but in addition. One critic has pointed out that, amongst other things, this flouts the legitimate German demand for equality, whilst the whole scheme would take no account either of America or Russia. An armed League of all nations in one thing: an armed League of some of the nations of Europe is quite another.

It is not without its significance, either, that these proposals of M. Tardieu have been openly hailed by French publicists as "a counter-proposal to disarmament." One of the leading British reviews, in commenting on the matter, hopes that Britain, the United States and Italy may march together at the Disarmament Conference and thus put France to the test. It asks if other countries express a real willingness to accept the principle of pooled security, but take the stand that an international police force is a fair proposition provided only that there is a large general reduction of armaments, what good reason can M. Tardieu advance for refusing to proceed at once and in sober earnest to the Draft Convention? If he does that, we may get some agreed measures of disarmament that will be worth having. And to get these will not mean sacrificing the ideal which is hidden under this disingenuous French plan. It will be the first necessary step in the process of realising that ideal.

The League Resolution.

While the Times commends the draft of the Assembly's resolution on the Sino-Japanese situation as dignified and moderate, those in closest touch with Geneva interpret it as meaning that economic sanctions will automatically follow a failure of this, the final attempt to secure a settlement by pacific means. The views of the Times on the general issue will find little echo in Hongkong, but in the resistance to the sanctionist tongues, support will be wide. The trouble out East has already engendered pacific relations and statesmanship, not partisanship, is required to solve it. The way to compose a quarrel is not by starting a new one. This is what the application of sanctions would involve. Whether they should be expressed in a commercial boycott of Japan or merely a break in diplomatic relations, the Japanese have intimated that they would regard them as offensive. They are thinking particularly about their commerce with the United States, for the bulk of Japanese business is done with China and the United States, and boycott action by any other nation would leave them relatively unperturbed. It is important to bear in mind that the application of sanctions would mean that the world had decided to take the part of China against Japan. This is what certain irresponsible politicians in China have been angling for. While Japan has overthrown the Chinese Administration throughout the whole of Manchuria, while Japanese marines have been occupying Chinese territory within a night's ride from Nanking, the generals responsible for the defence of Shanghai have no absolute assurance of support. Only among a limited group can be discerned that true feeling of national pride that would make any other people look upon Japanese aggression with a singleness of purpose. No unanimity of purpose has yet been achieved over even the question of severing diplomatic ties with Japan. It might therefore happen that, if the sanctionists got their way, the world would be presented with the spectacle of Nanking as the only capital in diplomatic intercourse with Japan.

The idea put forward in the French proposals are by no means new. They are advanced as a choice between "a League disposing of an executive authority and a League paralysed by the intransigence of national sovereignty." If that were all, the scheme would be quite acceptable, since the notion of a "super-State" as the guardian of peace and the regulator of relations between peoples has much to commend it. The pooling of security is the only sane and safe method of achieving what everyone wants. Unfortunately, a close examination of the proposals raised some doubt as to their efficacy.

Much regret will be felt at the death of Mrs. Ho Saik-tit, a very popular member of the local Chinese community, who passed away at her residence, "Kom Tong Hall," Castle Road, on Thursday night. Mrs. Ho had not been ill for very long and news of her death came as a great shock to a large circle of friends. She was only 38 years of age and was the wife of the eldest son of Mr. Ho Kom-tong. The deceased was a daughter of the late Mr. Choa Leep-chee and her brothers, Messrs. Choa Po-min and Choa Po-sing, are prominent figures in local Chinese business circles.

DAY BY DAY

ALL GOVERNMENT, INDEED EVERY HUMAN BENEFIT AND ENJOYMENT, EVERY VIRTUE AND EVERY PRUDENT ACT, IS FOUND ON COMPROMISE AND BARTER.—Burke.

Dr. K. H. Uttley has been appointed to be Deputy Registrar of Births and Deaths.

The Chief Justice has ordered that the next Criminal Sessions shall be held on March 21st.

His Excellency the Governor has appointed Mr. R.E. Edward Lindell to act as Assistant Attorney General.

The Government is inviting tenders for the erection of public bathing sheds at Kennedy Town and Repulse Bay.

His Excellency the Governor has appointed Mr. A.G. Clarke to act as Assistant to the Secretary for Chinese Affairs.

Mr. A.C. Franklin, who has been a patient in the Victoria Hospital for some weeks, is making good progress towards recovery.

The Chief and Petty Officers of H. M. S. Cumberland have issued invitations to a dance at the Garrison Lecture Hall on Friday March 18, at 6.30 p.m.

Invitations have been issued by the Institution of Engineers and Shipbuilders of Hongkong for a dinner in the rooms of the Institution on Thursday March 24.

It is notified that at the expiration of three months, the Asia Mirrors Manufacturing Co., Ltd., will, unless cause is shown to the contrary, be struck off the Register of Companies.

The Central Theatre announces that it has been fortunate in securing the exclusive rights for the exhibition in the Colony of a number of United Artists Super and Special Productions for 1932.

Prof. W. Brown, M.A., B.Sc., F.R.S.E., A.M.I.E.E., will give a lecture on "A Visit to South Africa" to the Arts Association, Hongkong University on March 17, at 8.30 p.m. in Room "K" of the Main Building, the University.

A Chinese woman attempted to take her life yesterday by throwing herself from the ferry Northern Star, but was rescued by a fireman and taken back on the launch. She was removed to the Kwong Wah Hospital on the arrival of the ferry at Kowloon.

His Excellency the Governor has declared Mr. Cyril Champkin to be duly elected a Member of the Licensing Board during the absence on leave of Mr. H.B.L. Dowbiggin, O.B.E., in accordance with the Rules governing the election of Justices of the Peace to serve on the Board.

Bankruptcy notifications state that a fourth and final dividend of \$10 per cent. has been declared in the case of Hau Pak-yan, Alias, Ah Hau, of the Dragon Motor Car Co., and a first and final dividend of \$10 per cent. in the case of the Lee Sui Navigation Co., Ltd., and Leung Hon-lai, the managing partner thereof.

We understand that in order to return a friendly gesture to the Press for discovering a missing American, a prominent member of the Police has undertaken to spot the winners at the Easter Race Meeting.

This Week's Simile.—As enthusiastic as a sun-burnt nudist!

After all, we are all born nudists!

Britain's position was founded on her manufactures, says an economist. In other words, what she made, made her.

A physical culture expert says even the old should exercise daily. Never too late to bend.

In London recently, a comedy was taken off after two nights. For the playwright, it was a tragedy.

Our latest real comedy is a Scatman, the third musical film phonograph.

From the Office Butts.

Cadets are noteworthy for their powers of endurance, for the wonderful value they give for money, and for their capacity in standing up to real, hard work. The reference, of course, is to motor-cars.

"Finnish Fascists," says heading. Socialists wish they could.

The improvement in the £ shows that sterling is still sterling.

There are reports of laryngitis in the Navy. Hoarse marines!

In the "Empire Food on Empire Day" movement, Lady Clementi suggests Singapore should start with Malayan tea. Hongkong could follow up with gin—go!

There is no truth in the rumour that in honour of an enterprising reporter, the Government intends re-naming a local jettty "Saxton Blake Pier."

As far as the Office Meteorologist interprets it, the week-end weather forecast promises rain or fog, drizzle or mist, cool snap and fine, or thunder and oppressive conditions.

The splendid response at Home to Income Tax requests seems to show that Britain still has plenty of good pay-trials.

Shanghai brows have been wearing frowns lately.

Menfolk are now beginning to think about their summer headgear. The subject's quite topee-cal, in fact.

Judging by his attitude, Sir Herbert Samuel seems to be the man who put "if" into thrills.

Wife: Yes, Henry, but what food? Remember, I'm on an 18-day diet.

A magazine writer says the ideal marriage is when a man finds a beautiful girl and good housewife. We thought that was bigamy.

(It would appear that anyone not able to get home to bed nowadays arouses the worst fears.)

Oh, many things do happen here, and many things are queer, so listen now to me:

This is the place of early nights, of cinderella hours,

So if you wish to see the sights don't over-reach your powers;

For all good people go to bed before the break of day;

And friends will think that you are dead if you should stay away.

If wandering round this busy town and tasting of its joys,

Get home to sleep and singe down like all good girls and boys;

Don't make night day or paint things red, the sequel is not

If you're not found all safe abed you're posted "missing," son;

And even on a mainland "hike" it isn't safe to stray,

They'll issue forth by car and bike, and hunt you all the way.

The moral, if there's one to tell, is mind your P's and Q's,

Go up to heaven or else to—well, but don't get in the news!

The Nudists met in solemn

The "clavo," the portal barred 'gainst wavers;

For fear unknd souls should rave,

And plead the cause of trousers.

For two long hours the conclave sat,

Screne and safe from syping,

From those who spurned the cauet,

Near pen and blotter lying,

"Abandon hope" who entered thare,

Of writing to the papers;

For every one who signed did swear,

To cut no verbal capers.

And so the Nudist Club was born.

Modest—Unassuming,

Indifferent of the critics' scorn,

Without the portal fuming,

Such modesty makes paradox,

From those who'll meet on Sundays,

Divested of their shirts and socks,

The ladies of their "undies."

Perhaps my soul is far too crude,

I should prepare to bare it;

But if the cult means members nude,

I'd hate my wife to share it.

But this is only by the way,

I may be an old fogey,

Perhaps one day I too will play—

In birthday rig—some boozey!

CYN.

There is no truth in the rumour

that local Nudists propose floating

a company for the manufacture of

mosquito bite lotion!

We understand that, in order

to return a friendly gesture to the

The
NEW
SUPER-MODERN
PARTONS

Dealers:-
IDEAL RADIO SERVICE. Tel. 27800.
HONGKONG HOTEL GARAGE Tel. 23124.

Hongkong Telegraph.

PICTORIAL SUPPLEMENT

Saturday, March 12th, 1932.

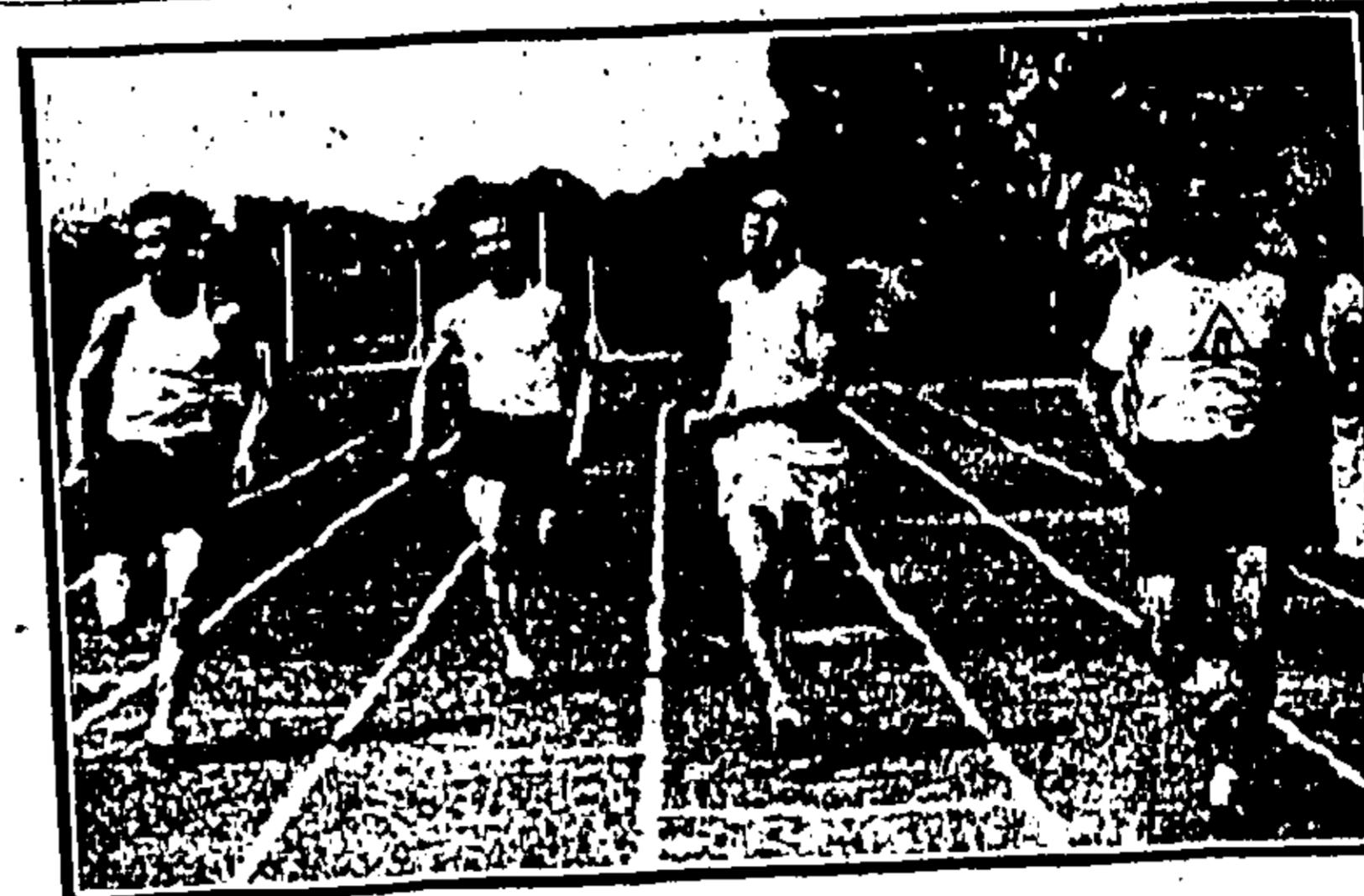
**CERTIFIED
CIRCULATION**
Means a Wider Sphere
of Selling Influence.
IT PAYS TO
ADVERTISE IN
THE HONGKONG TELEGRAPH.



Hoat-teck (St. John's) in the High Jump at the H.K. sports. He tied with C. T. Law and Chan Seck. This photo and others of the Meeting are by the University Amateur Photographic Club.



The Ladies' 100 yards race at the Varsity sports. Left to right—Misses W. F. Kwok, C. Wang, A. Woods (winner) and P. C. Kwok.



The 220 yards race at the Varsity sports. Left to right—F. Zimmern, A. T. Lee, R. Symons and E. L. Gosano. The last-named won.



Mr. Tam Woon-tong, Chairman of the Po Leung Kuk, whose untiring efforts were largely responsible for the establishment of the institution in its new home, opened last week.



The first Child Welfare Clinic to be started in Hongkong, over two years ago, at the Kwong Wah Hospital. Splendid work has been done by Dr. Cheng Keng-shen and the Matron, Miss Pun Wan-shan. Miss C. Crichton Imrie, of New Zealand, is seen beside the Matron. (Photo: Lee Fong).



Mrs. R. H. Kotewall presenting the prizes at the University sports.



Miss P. C. Kwok making a grim effort in the Long Jump at the University sports. She won second place.



A. T. Lee caught by the camera in the Long Jump at the Varsity sports.



Photo shows some members of the St. John Ambulance Brigade who were entertained by the Y.W.C.A. just before leaving for Red Cross hospital work in Shanghai. Eight nurses of the Y.W.C.A. were among the party. (Photo: Ming Yuen Studio).



Left, Helman (Mr. Y. S. Chang up), after winning the Hongkong Handicap "A" Class in record time on Saturday; right, Chivalrous (ridden by Mr. Charles), which won the Hongkong Handicap "B" Class and paid backers \$162. (Photos: Mee Cheung).



Group taken after the wedding, at St. John's Cathedral on Wednesday of last week, of Mr. H. F. Westlake and Miss Elizabeth McCance. (Photo: Ming Yuen Studio).



These two clever fake photographs are the work of Mr. E. H. Inchcomb, of the Royal Naval Yard Police. He is seen in dual capacities in each of the pictures.



Picture shows Bowery Bay, ridden by Mr. Corlett, before his mishap at Happy Valley on Saturday, being led in after winning the Listerine Stake. (Photo: Mee Cheung).



There's a time for Everything—

and now is the time to think about your Spring and Summer clothes.

May we show you our range of New Spring Cloths? For your business or sports suit we have excellent variety to meet any particular preference you may have formed in advance.

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The Civil Service cricket XI which met the Navy on Saturday, when, thanks largely to the good batting of G. R. Sayer, a comfortable victory was secured. (Photo: Ming Yuen Studio).

The Right Rev. Dr. Hewlett Johnson, Dean of Canterbury, snapped by a "Telegraph" photographer as he stepped ashore in Hongkong. He is on a visit to the East investigating conditions in the flooded areas of China.



The above group was taken after the wedding, at St. John's Cathedral, on Saturday last, of Mr. B. S. Rogers and Miss Violet Irene Spradbery. (Photo: Mee Cheung).



The wedding took place at St. John's Cathedral on Sunday of R. W. Lane, of Shanghai, and Miss Mary Anne Storer. Mr. C. E. Moore gave the bride away, and Mr. A. Jenkins was best man. (Photo: Ming Yuen Studio).



The bridal party at the wedding of Mr. S. A. Gray, of the Hongkong and Shanghai Bank, and Miss Ellen Christina Mackay Sim, of Sydney, niece of Lord Inchiquin. Mr. V. M. Grayburn gave the bride away. Miss Deborah Mackay Sim was the bridesmaid, and Mr. D. F. C. Cleland was the best man. Lady Peel is seen on extreme right. (Photo: Ming Yuen Studio).



Flashlight photograph taken at the dinner given by the Royal Hongkong Yacht Club to Mr. E. W. Carpenter, for many years Commodore of the Club, who is leaving the Colony on retirement. (Photo: Ming Yuen Studio).



The Portuguese goalie punching out during the final of the International Charity Cup match, in which Portugal secured the verdict over Scotland. (Photo: Mee Cheung).



Group taken at the wedding, at All Saints' Church, Hamrun, of Mr. C. S. Jeu and Miss Sophie Chung, daughter of Dr. Chung Chuen-ton. The bridegroom has lived for some years in Chicago. (Photo: Mee Cheung).

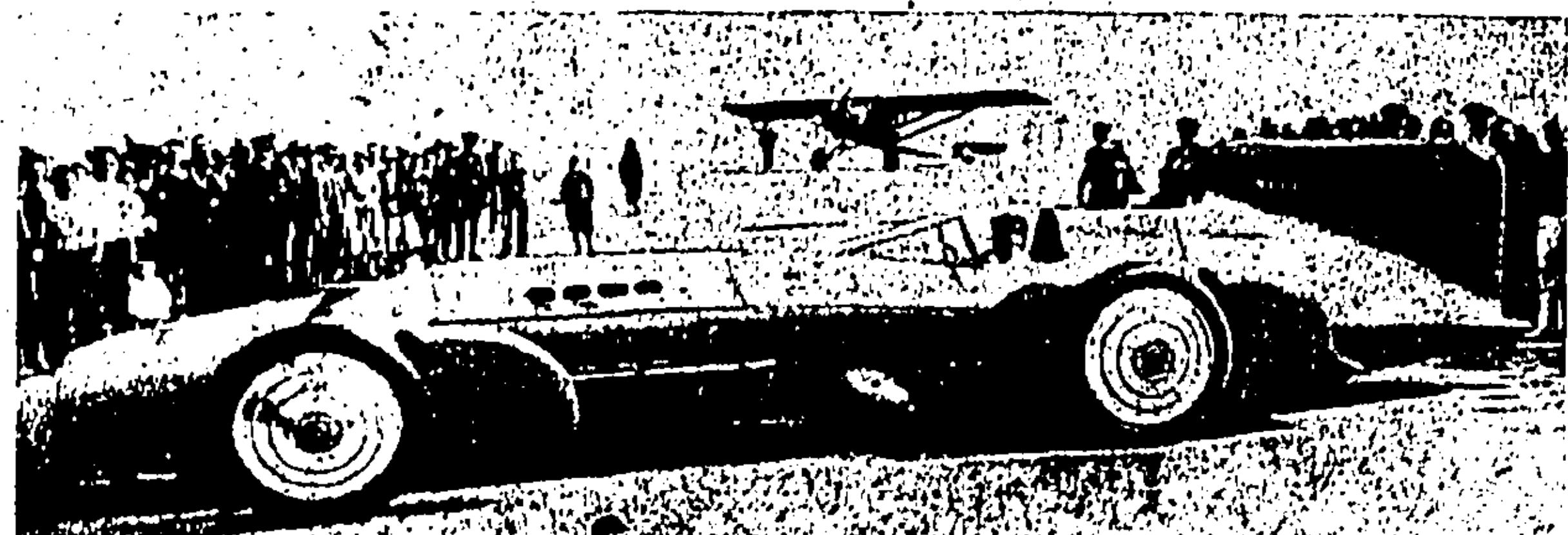
MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH

SATURDAY 12th MARCH, 1932.

*Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION*

SIR MALCOLM CAMPBELL ON RECORDS.



Sir Malcolm Campbell at Daytona, in Bluebird II, with which he set a new world's motor land speed record.

The following article was written by Sir Malcolm Campbell, for the *Daily Mail*, shortly before he set out for the United States with the "Blue Bird" where he created new world's records for speed. In the last paragraph of his interesting review, Sir Malcolm stated that his ambition was to travel at the rate of five miles a minute, although the tremendous speed did not quite reach this figure, he

improved his previous records and established the following:-

Flying Mile, 253.968 m.p.h.
First run, 267.469
Return run, 241.773

At that time, the famous Australian motorist, "Wizard" Smith attempted to break Sir Malcolm's existing records, but he failed to achieve the distinction, although he broke the ten-miles speed record, reaching 178 m.p.h.

"Wizard" Smith was driving the "F. H. Stewart Enterprise," a car specially built for the attempt, and with the additional object of attacking Sir Malcolm Campbell's 245 miles an hour for his title.

I always look upon any record as an achievement that can easily be improved upon by the next man, provided, of course, he has the right car and suitable conditions.

My Rival's Chance.

It has seemed quite feasible to me that the "next man" in this case would be "Wizard" Smith, Australia's crack racing motorist, who has taken an Australian-built car to Ninety Mile Beach, New Zealand, for the purpose of attempting on my record and others.

Compared with this machine, Blue Bird is now old. My rival's car is built on the very latest lines and is equipped with a Napier-Lion supercharged motor which was lent by our Air Ministry at the request of the Australian Government for this purpose. The motor is identical with the one which I am using.

A perfect course is of paramount importance now that speeds are so high. I am told that the New Zealand course is dead straight for more than 18 miles and that the sand over that distance is as hard as a board.

To obtain the maximum possible speed from one of these racing

away on first and second gears, great care has to be exercised. Violent application of the throttle is not to be recommended, so that the distances I have mentioned are conservative estimates.

Now Is The Time.

"Wizard" Smith originally contemplated making his first attempt last November, but owing to delay in putting the finishing touches to his car it was postponed till December, and then again till last month. Actually the first trials took place 10 days ago.

Now the beach at Daytona is at its best during February. In March and April the chance of the course being good enough becomes progressively remote. I suddenly realised a week or two ago that if I did not go out to Florida pretty soon it would mean that I should have to wait for another year to make a new attempt.

"Well, why go until your record is beaten?" is what many people have asked me.

I feel this way about it: My car is ready, and it seems all wrong to keep her standing by for 12 months or more, when a new record would be of a certain amount of benefit to our motor industry and to the prestige of British engineering generally. It was for these two reasons, and the fact that I feel sure my old car is capable of improving on her present record, that I decided to go out again immediately.

Power Trebled.

We began building Blue Bird in 1924, but she was not completed until the latter part of 1926. She was originally designed to reach a maximum speed of only three miles a minute, or 180 miles per hour, but she has already covered the mile at a fraction over 246 m.p.h. That is wonderful testimony, surely, to the superiority of British workmanship, and a striking example of the lasting qualities of British material.

The car has been remodelled from time to time, but the original chassis frame is still retained, as are the front axle, brakes, steering, and many other essential parts.

Napier engines have always been employed. The one first installed gave approximately 550 h.p. and the one now fitted close on 1,050 h.p. Not many cars would stand having their power increased by nearly 200 per cent, but Blue Bird has.

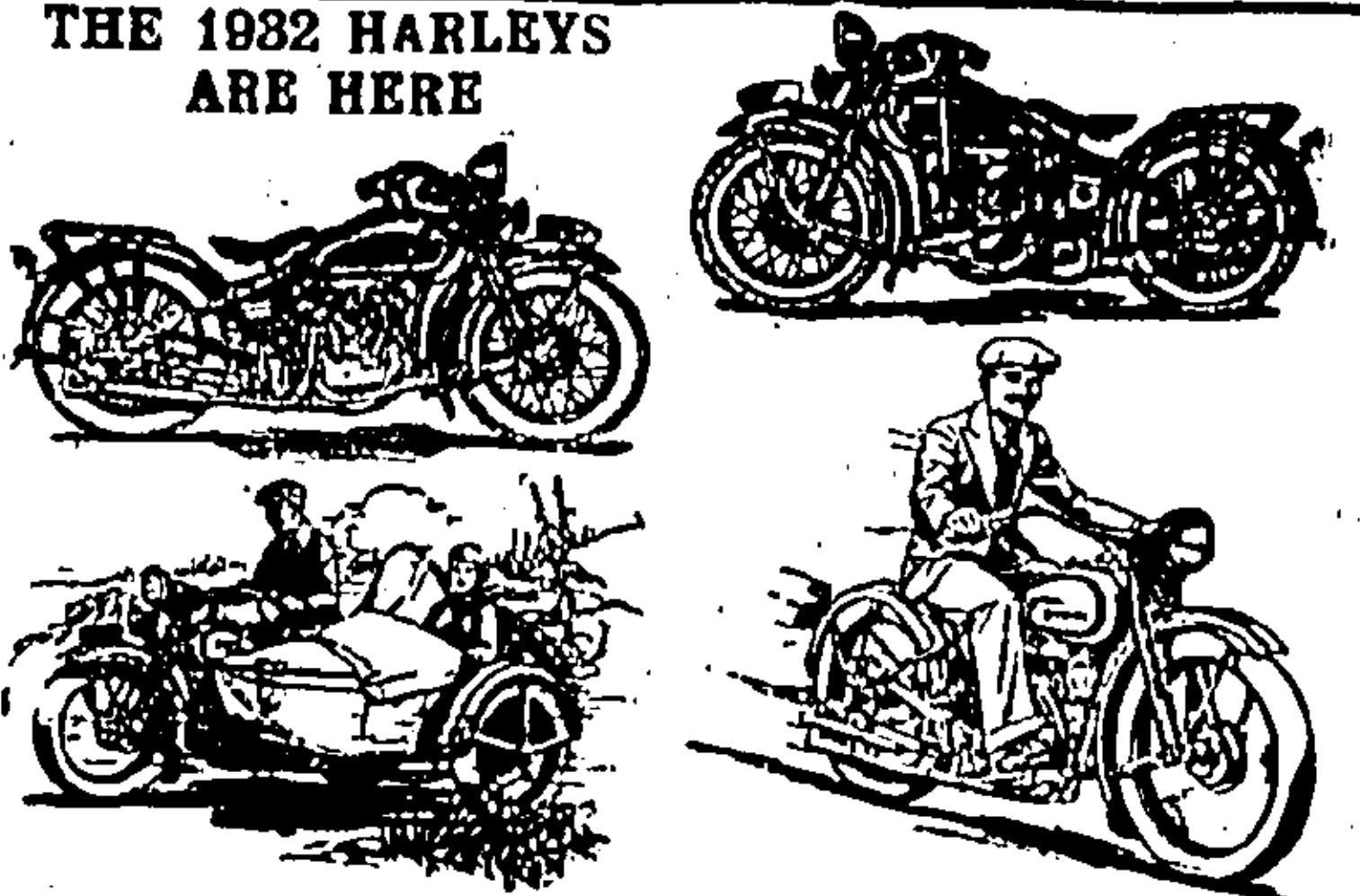
Now, do I feel confident of success? I am never brimming over with self-assurance or confidence.

I remember once spending months on preparing a car for a certain race. Then a connecting-rod bolt broke and smashed up the entire engine when victory was in sight. Now that bolt might have lasted until the end of the race.

Good weather conditions mean nine-tenths of the battle. Who can tell to-day what the surface of the beach at Daytona is likely to be in a month's time, or from what direction or at what velocity the wind will blow. It may be necessary to wait a month or more before I can make the attempt, and then other conditions may not be right.

Arrange for a Demonstration with the Sole Agents.

THE 1932 HARLEYS ARE HERE



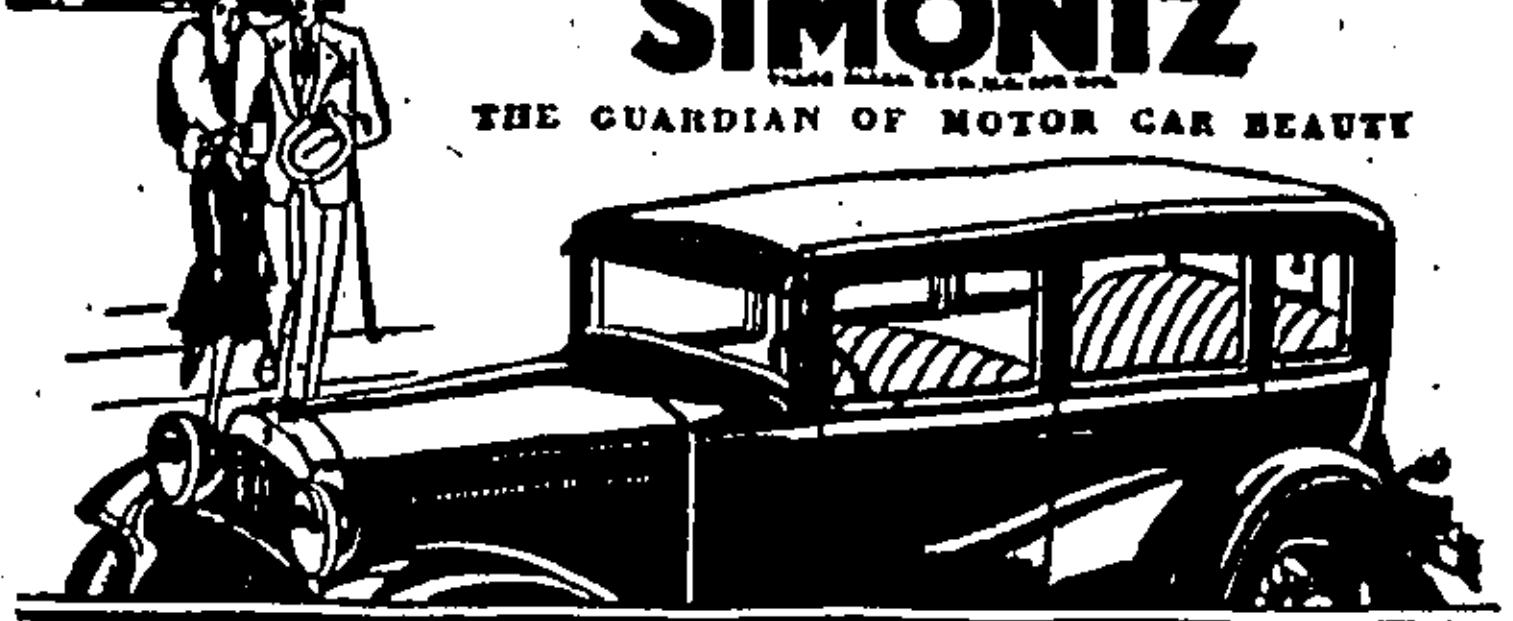
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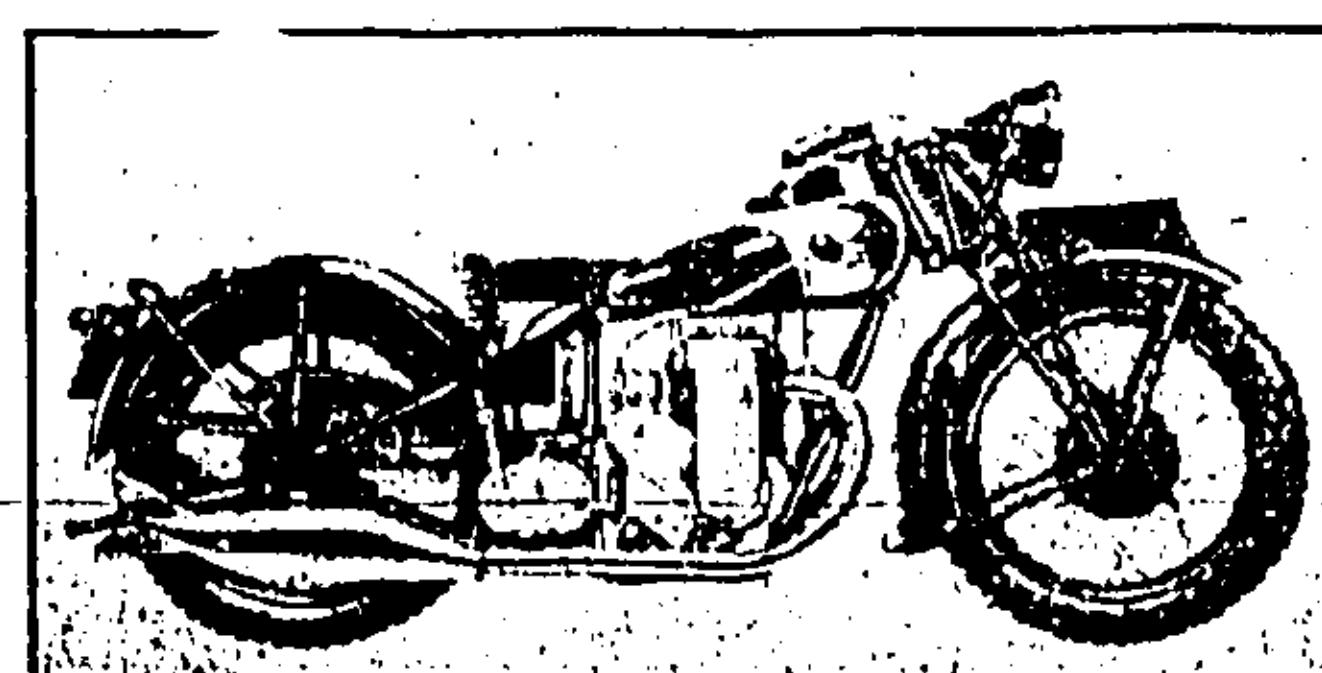
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FOUR CYLINDER

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NOW SHOWING AT THE
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The \$42,000 car in which "Wizard" Smith broke the world's land speed record for ten miles.

monsters a long run before reaching the measured mile is essential. The following calculations which apply to my car will give some idea how important this is.

Blue Bird is capable of accelerating from a standstill to a speed of 200 miles per hour in approximately a mile and a half, but to increase that speed to 250 m.p.h. a further distance of nearly two miles is required, making 3½ miles in all. From 250 to 276 m.p.h. another two miles is necessary.

It will be seen, therefore, that it is essential to have plenty of space to obtain its best performance. Moreover, when getting

I think that is the wrong attitude to adopt. I feel that the old car has it in her to do considerably better than what she already achieved. But whether she is successful or not must depend to a large extent on luck with the weather and the condition of the beach. Luck—or call it anything else you like—must be with the car as well.

Luck Plays a Part.

We have done everything we possibly can to make Blue Bird fit for the fray. But there are so many things that cannot be foreseen or guarded against that the element of luck must come into the picture.

I have every confidence in my car, and if I get, as the Americans say, "all the breaks" then I feel sure Blue Bird will annex another record.

Blue Bird's Career.

This will make my tenth attempt altogether on the world's land speed record, and the fifth with my present car.

Blue Bird gained her first distinction at Pendine in February 1927, with a speed of 174.6 m.p.h.

At Daytona in February 1928 she set up the latest figures of 246.786 m.p.h. which involved covering the mile in one direction at 246.576.

My ambition is to travel at the rate of 5 miles a minute, or 300 miles per hour, but I am afraid that it will be impossible to reach this speed in my present car. That may necessitate building another machine, but I do not expect I shall rest content until I have

The year 1930 was spent in re-modelling the car, and last year I reached that goal.

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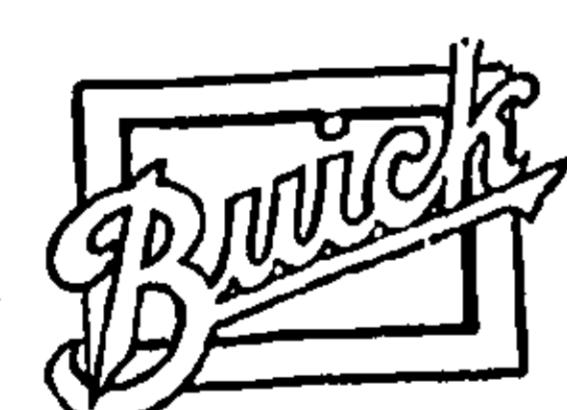
CAN YOU SHIFT ALL GEARS

WITHOUT TOUCHING THE CLUTCH PEDAL?

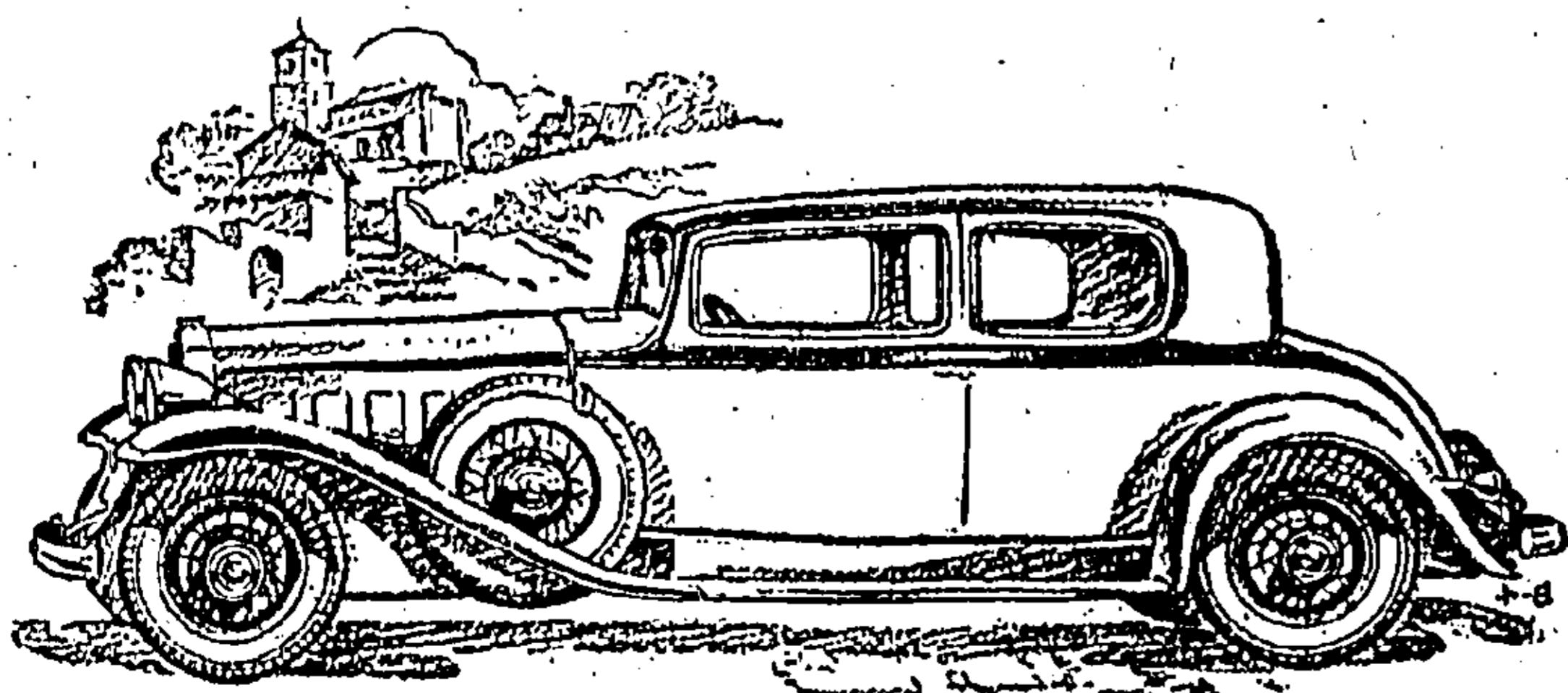
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Can you enjoy a truly silent second speed as well as acceleration up to forty miles an hour before shifting noiselessly into high?



You can in the 1932 Buick



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Happy Valley.

MOTORING ADVICE.

How to Make a Car Live Long.

PERSONAL EXPERIENCES.

(By John Prioleau.)

If it is a truism that there is no more critical and important period in a car's life than its first 1,000 miles, it is no more so to say that the counsel, so earnestly and sincerely given by motor manufacturers and others on this subject, receives less attention than any advice at the disposal of the owner of a new car. At about this time of year new models are to be met with in considerable numbers, and those with a sensitive mechanical ear and a feeling for suffering machinery, must wonder at the courage of the average motor manufacturer.

Unless you have paid a good deal of money for your new car, its treatment over the first 1,000 miles of its life on the road will, in nine cases out of ten, definitely decide its fate—whether it is going to be a good or a bad car, an economical choice or a mere money-trap. A few minutes' needless driving when the engine is still cold will sow the seeds of incurable disease, encasing repair bills, and general hatred of the innocent car. Is it to be wondered that manufacturers dread delivering new cars to unknown buyers? A hardly-won international reputation, the reward of years of costly experiment, may be seriously damaged by the callous ignorance of a dozen drivers.

The Worst Period.

The owner of a new car, whether it cost £150 or £500 or even twice that amount, should never forget that not only are the first thousand miles (I would prefer to say 5,000 in nearly every case) the most difficult for both car and owner, but that during at least the first 3,000, the car is running worse than it is ever likely to until it is beginning to wear out. Be prepared for disappointment in many ways. A car with a new and very stiff engine and general running-gear can put up a very poor performance indeed in comparison with the showing of its sisters with ten or twenty thousand miles to their debit. Except when you have irrefutable proof of something radically wrong, betrayed in most cases by undue heat or noise or both, be content to endure. An engine that was very tight when new and has been painstakingly run-in, perhaps over four, five, or six thousand miles, is an engine that will certainly

outlast any that was free to begin with, and at the end of its infantile troubles after 500 miles.

Personal Experience.

That is a serious statement, I realise, but I have personal experience to back it. My own car, just on four years old, was not really free until it had done about 8,000 miles, although it was perfectly safe to drive it at sixty miles an hour or more long before then. It is now running better than it was when it was 35,000 miles younger, more quietly, more flexibly, and with more zest. It never had a trace of vibration, and it has none now. It is a beautifully-designed and built car, but I attribute at least some of my satisfaction with it to my own care of it.

The main preoccupation of the conscientious owner of a new car is the combined question of engine load and lubrication. To take the second first, the safest rule, particularly if the car has been delivered from the works and not taken over from there by the owners, is to begin by emptying the sump and filling up with new oil. It is a nuisance, but do the same thing to the gear-box and backaxle, and make perfectly certain that every grease-point throughout the chassis is doing its work. Then you will start fair with knowledge that may save you much worry and futile speculation. I would go further, myself, and flush out the petrol tank, especially in a mass-produced car. Until you have seen them you would not believe in the variety and number of foreign bodies that can be left in a new tank.

Change the engine-oil at 500, 1,000, and 1,500 miles, and thereafter at the intervals recommended by the makers. Be very careful indeed to keep the oil-level correct at all times. A new engine is often twice as thirsty as a fit one. Use a good brand of light oil in the fuel, for lubricating the upper halves of the cylinders and the valve-guides. There are several reliable brands on the market. This, a comparatively modern notion, is of real importance in high-speed engines at all times but particularly when they are new.

How to Drive a New Car.

Last, and most important of all, do not, in any circumstances, put a heavy or sudden load on the engine. That is to say, drive it as gently as possible, never with spectacular acceleration, never with the throttle full open, *always* in such a manner that it is doing light work. This object some makers try to achieve by imposing a speed-limit of twenty, twenty-five, or thirty miles an hour for a given period, others by mechanical means, such as restriction of throttle-opening or of inlet. The last two methods should be successful, but I have no use for the first, because it does not go far enough and sometimes it goes too far. It is not the road-speed that matters, but the work the engine has to do. It is possible to drive

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SUPER NON-SKID TYRES

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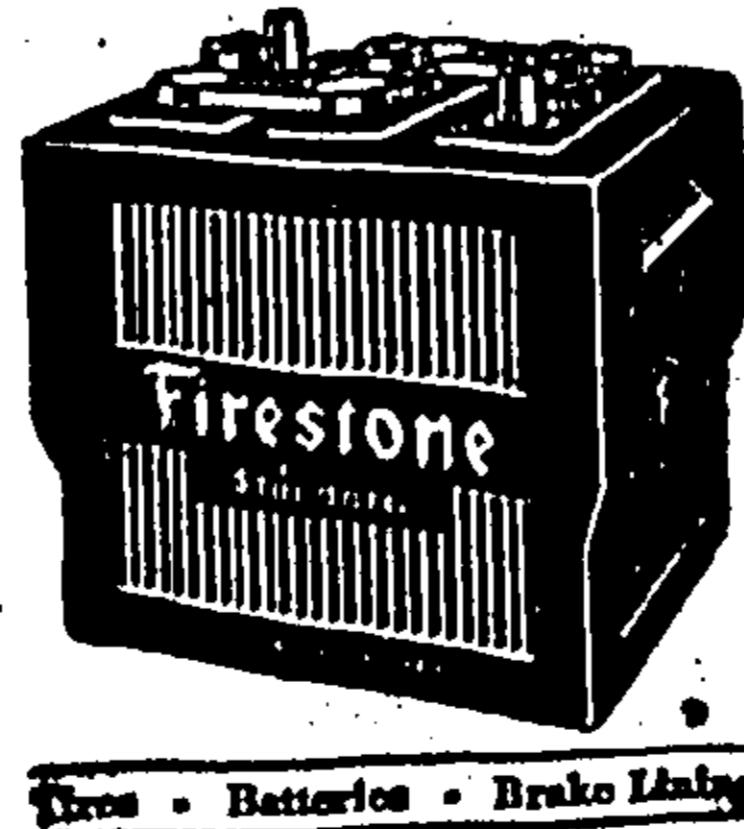
Tel. 22285.

in this way. It is all a matter of feel. If it runs easily, lightly, and eagerly with a small throttle-opening, it is probable that comparatively high engine-speeds (always at quarter-throttle) are safe. If it wants "stoking," then you must treat it very gently indeed, and possess yourself in patience until, perhaps, 5,000 miles later, when it frees itself. This precaution will pay you heavy dividends just when you most need them—when the car is old.

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An undercharged battery will turn over the motor but it's burning itself up, is short lived and may go dead suddenly. Be safe and let us test your battery. Drive in regularly and take advantage of our free service.

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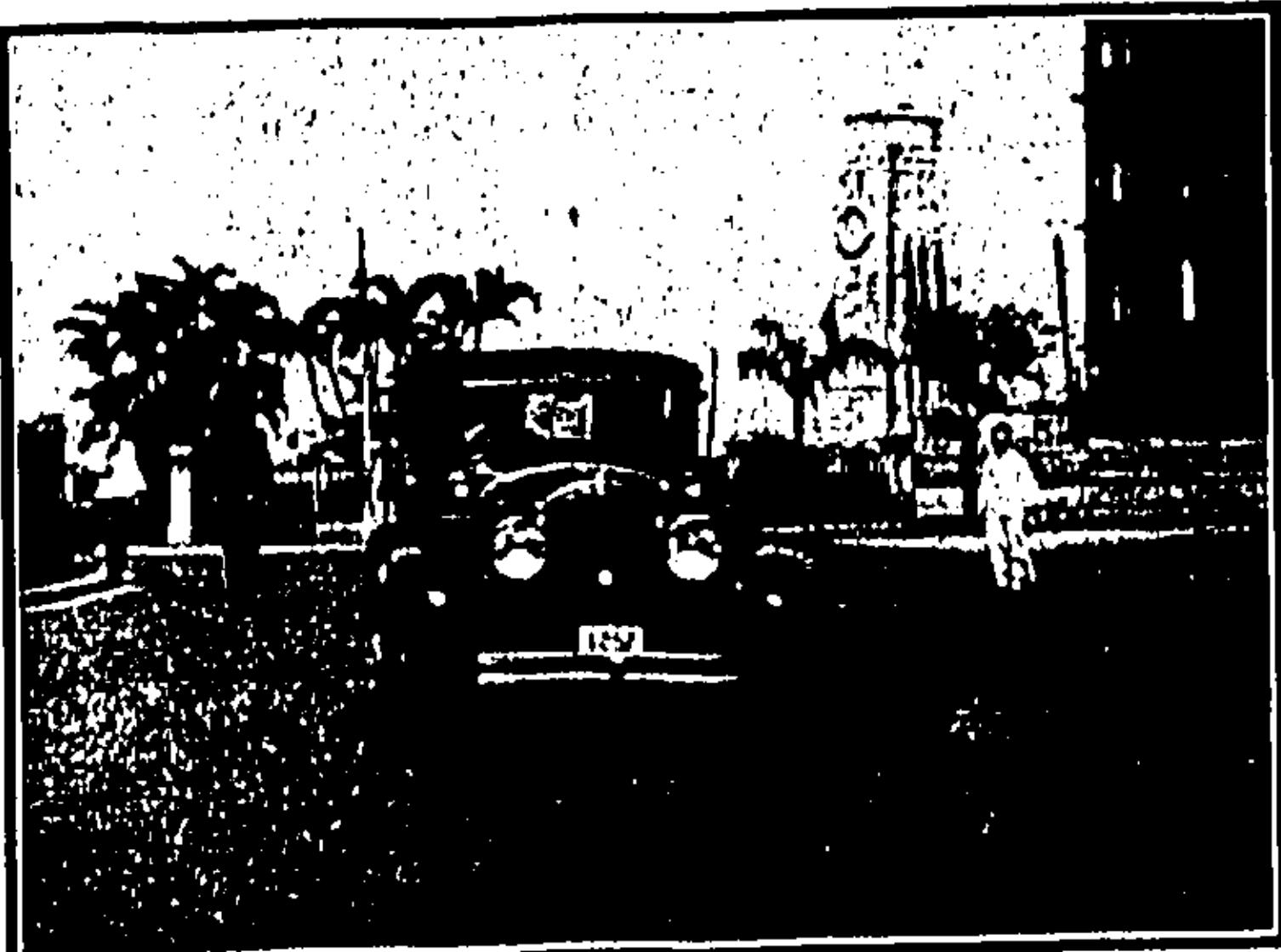
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THIS WEEK'S LUCKY MOTORIST.



A free supply of Texaco Lubricating Oil awaits the owner of the above car upon application to the Office of The Texas Company (China) Ltd.

SPEED BOATING.

Thornycrofts to Build "Miss England III."

Lord Wakefield has decided to make another challenge for British motor boat supremacy, and recently concluded a contract with John I. Thornycroft & Co., Limited, to design and build "Miss England III" to compete in the British International Trophy motor boat races, which will again be held at Detroit in September.

For some weeks past exhaustive tank tests have been carried out, supervised by Sir John E. Thorny-

croft and his expert colleagues, to determine the most efficient form and size of hull before actual construction was commenced, with a view to the boat being completed in April.

The reputation of Thornycrofts boats, should promise well for the record breaking capabilities of "Miss England III," which will be equipped with two Rolls-Royce engines of the Schneider Trophy type. Mr. Kaye Dow will again be at the wheel, and take "Miss England III" to Lake Garda for extensive trials and attempts to improve on the world's record speed of 110 m.p.h. standing to the credit of "Miss England II."

UNIQUE RECORD.

Ancient Armoured Cars.

Armoured cars which have recently been in action on the North-West Frontier in India are a remarkable proof of the quality of British engineering.

The cars—fifteen of them—have been undergoing some extremely strenuous work on the exacting hill roads of North-West India. It is surprising, therefore, to learn that their vintage ranges from 1909-1914 and that they have been in continuous use since then.

The cars were built by Rolls-Royce and from 1911-1914 most of them were in Mesopotamia. During the War, they all saw service in various ways and in 1920 they were sent to India for use as armoured cars on the Frontier for five years where they ran at least 6,000 miles per year. It is that each of the cars has covered altogether well over 80,000 miles. A sixteenth car which began its career as an armoured car with the others is now in use as an instructional chassis.

ARIELS LATEST.

A 350 "Red Hunter."

The competition racing machine which Ariel introduced some little time ago, under the designation of the "Red Hunter," has already met with a very warm reception by sporting motor cyclists. In fact, so popular is the type that the makers have decided to introduce a smaller edition in the 350 class.

The new model has as its basis the M2P 32 machine, the standard 350 two-port, but the "Red Hunter" version has a specially tuned engine with highly polished head and ports. The compression ratio has been raised and a close-ratio gearbox makes for a very lively performance indeed. The specification includes a 26 in. x 3 in. ribbed tyre on the front wheel and a 26 in. x 3.25 in. studded cover on the rear wheel. Brakes of 6½ in. diameter, increased ground clearance, and unswept exhaust pipes with carburetor silencers make the machine an ideal sportyman's mount.

A steering damper is fitted as standard, and the primary chain runs in an aluminium oil bath. The home price of the 350 "Red Hunter" is £41 15s. 0d.

HILL-CLIMBING.

Rhodesian Successes.

At a recent hill-climbing contest on handicap held near Salisbury, Rhodesia, in which competitors returned the times of two runs, an M.G. Midget, driven by Mr. L. M. Robinson, won first place in both the 1,100 c.c. and "unlimited" classes with a speed of 48.1 m.p.h.

In the 1,100 c.c. class two Morris were placed second and third respectively.

THE DIESEL TYPE ENGINE.

Shanghai Motor Buses Converted Successfully.

BIG ORDER FOR "GARDNERS."



In a previous issue we commented upon the gradual conversion of petrol driven omnibuses to heavy oil power, made possible by the evolutionary strides made in adapting the diesel-type engine to suit road transport conditions. It therefore becomes a subject of especial local interest to learn that in Shanghai, no less than sixty motor buses owned by the leading passenger transport company, have been converted by the installation of Gardner heavy oil engines, and so successful has been the result during nine months' operation, that a further fifty engines have been ordered. The first ten have already arrived, and the existing petrol driven buses are being converted as rapidly as possible. When the repeat order has been completed, Shanghai will earn the distinction of having the largest Diesel owned fleet of buses in the world. The picture above shows one of the vehicles.

Gardner engines are, of course, well-known locally, a large number having been fitted in various types of harbour vessels, and in this sphere also, it is noteworthy that many repeat orders have been booked.

The suitability of heavy oil engines for road work is indicated in no uncertain manner by an article we cull from *The Autocar*, which appears hereunder. It is not so very long ago that some engineers were sceptical concerning the use of heavy engines for road work, and this in relation to commercial vehicles only, but the fact that Bentley car has successfully been converted, and furthermore given an excellent account of itself at from ten to eighty miles per hour, certainly confounds the critics. As we mentioned last week, numerous cities in Great Britain have adopted the diesel-type engine for road work, and in every case, results have thoroughly justified the conversion.

The following is the article from *The Autocar*—by Donald Smith:—"From time to time one enjoys—or submits—to new experiences in motoring when it is part of the daily round to keep pace with the experimental. And if submission is the task, enjoyment is more often than not the compensation.

Enjoyment certainly was the result in the case of the first long run made in the 1,100 c.c. main gear-engined Bentley, which was first described in *The Autocar* last week. As a matter of fact, having had a certain experience of CI engines of this and other makes in bus chassis, I had formed some opinions as to what might be expected. I knew that the designed performance was about 90 m.p.h., and, knowing the engine and the men responsible for it, I expected that it would be achieved. But my anticipations led me to expect more than a little roughness and a good deal of instability at low speeds; for, after all, Mr. Hugh Gardner had not made this conversion to prove that his firm was ready, or even proposing, to build car engines, but to show that a standard Gardner bus engine was so good that it might be tolerable in a private car."

Those who travel North will know of at least one lovely wide straight, alongside the L.M.S. main line, and at one such place the accelerator went right down and stayed down. Round went the counter to 2,500 r.p.m., and the speedometer told 80 m.p.h. Even so the engine still seemed to be turning slowly, just like those monsters on the railway line alongside that put up their "eights" with the same air of nonchalance.

So we were in Ambleside early for lunch, in spite of our late start, and gratefully warmed ourselves, because, truth to tell, not a suspicion of heat had come up from the engine, and even in the front seats our feet were cold. It was raw and frosty in Ambleside, and there was no mist on the radiator. But the usual instant start was made, and with no warming at all we were away up Kirkstone Pass, on the third

NEW YORK'S 1932 SHOW.

Streamlining Much in Evidence.

300 MODELS AT LOWER PRICES.

Thousands viewed the latest motor-car improvements at the opening of the 1932 Auto Show at the Grand Central Palace, where 300 models are displayed. The cars possessed not only improvements and refinements regarded impossible a few years ago, but are also offered at a lower price than ever before. There are motors to fit every purpose, no matter how depleted by the depression.

One of the outstanding improvements consisted of heavy rubber motor mountings, eliminating vibration and giving passengers the feeling of an aeroplane glide, says the New York correspondent of the *Morning Post*.

Another innovation consisted in a tendency toward "tear drop" design embodying a physical principle to eliminate air resistance. Virtually, every one of the three hundred models representing the products of 43 makers of cars had some alteration from its 1931 counterpart, with an eye to giving less air resistance.

Streamlined Cars.

One of the most interesting exhibits of the show, a Graham, priced at \$1,100 (£220 at par), bringing it into the moderately-priced class, is completely streamlined, even to a sloping radiator, and has an extremely low centre of gravity.

Our run was from the Gardner works at Patricroft, Manchester, to Ambleside and Kirkstone Pass, the choice of objective having been left to me. The party comprised Hugh Gardner at the wheel, his brother J. K. behind, simply bristling with slide rules, notebooks, and stadiometer correction books, and myself with notebook and watch beside the driver. A misty day it was, and the start delayed from fear of fog.

Impression number one was that with the cold engine the response was instant when the starter button was pressed down. No use of the decompressor was made. Impression two: that the engine did thump a little while standing, but not by any means as much as I had expected, and certainly not enough to be uncomfortable. Impression three: that almost at once we were moving, without any hesitation top gear was engaged, and the car ticked round several right-angle corners to the main road, and at once accelerated up to 30 m.p.h. without a single indication of being stone-cold.

No serious attempt was made to travel fast, but then when the rev counter showed 1,750 r.p.m. the speedometer was reading 55 m.p.h., and, of course, at such an engine speed the pace seemed negligible.

Those who travel North will know of at least one lovely wide straight, alongside the L.M.S. main line, and at one such place the accelerator went right down and stayed down. Round went the counter to 2,500 r.p.m., and the speedometer told 80 m.p.h. Even so the engine still seemed to be turning slowly, just like those monsters on the railway line alongside that put up their "eights" with the same air of nonchalance.

So we were in Ambleside early for lunch, in spite of our late start, and gratefully warmed ourselves, because, truth to tell, not a suspicion of heat had come up from the engine, and even in the front seats our feet were cold. It was raw and frosty in Ambleside, and there was no mist on the radiator. But the usual instant start was made, and with no warming at all we were away up Kirkstone Pass, on the third

automobile clutch system. In the Studebaker it has been improved so that it applies to all forward gear, and does not put the strain on the engine that was involved in the first free-wheeling devices.

The automatic key-starting device, or "startix," a development of the Bendix Corporation, has been installed in nearly half of the higher-priced cars. On the other hand, wireless sets are not part of standard equipment, although several cars have aerials installed so that sets may be added if the purchaser desires them.

As adjuncts to free-wheeling, in most cars, there have been modifications in the gear-box which tend to reduce the amount of changing, always a potent selling factor for women drivers. The Auburn has a dual ratio transmission, with three forward speeds for hill climbing and three for ward higher gears for speed.

The Dodge, Cadillac and La Salle have eliminated the use of the free-wheeling button in making a change of gear, whereas in some others the automatic change of gear requires the use of the free-wheeling button. All of this tends to eliminate stalling the motor-car, when forced to low speed in traffic.

Increase in Size.

If anything, the American cars typified at this show, has increased a little in size. Petrol price is not a serious consideration with the average American motorist and on that account America is not ready for a car of the Austin type. There are no small-sized cars in addition to the Austin.

There has been a tendency to give greater engine horse-power and twelve-cylinder models have been added to the lines which Pierce, Lincoln and Auburn are offering to the public at this show. The six and eight-cylinder lines remain, so that now only the Ford and Plymouth cars have four-cylinder motors. One of the things done to give greater power is to offer special high-compression cylinder heads to be interchanged with the standard heads.

Free-Wheeling.

Free-wheeling in one form or another is generally found. It comes in combination with transmission improvements. For instance, in the new Buick, free-wheeling is a by-product of the new

than half a crown, coupled with a road performance that very few cars could equal.

And what shall we say against the car? A little more noise, and a little more punch were certainly experienced, while people on the road would notice a distinctive odour from the exhaust. That is all that can be said.

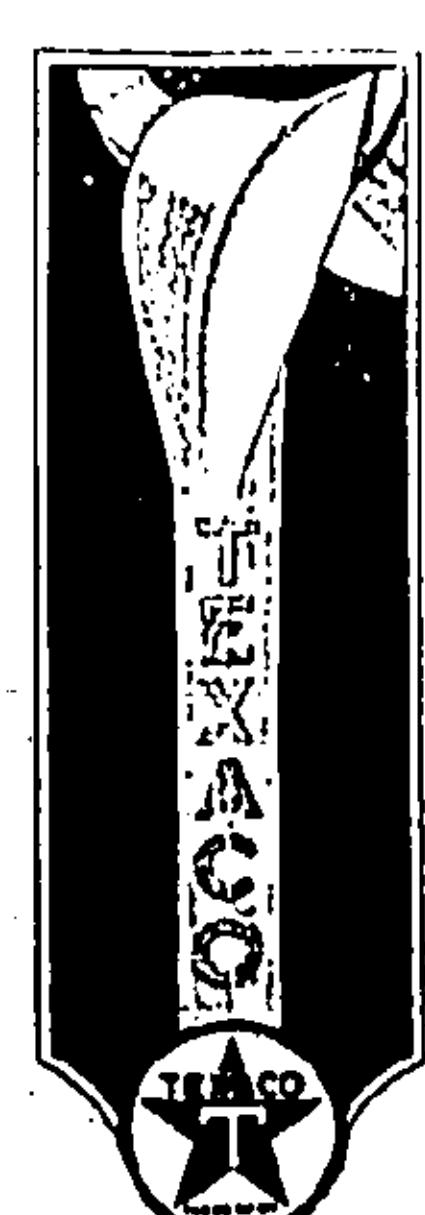
On the other hand there was drowsiness. Instant starting, and still more important, instant running under load. No fumes in the car. No heat in the car. No fire risk in the fifteen gallons of fuel, and no effort in the performance of the engine from 10 to 80 m.p.h. on its top gear. Acceleration in plenty there was, too, yet with an engine speed so low that the engine life should be indefinitely long.

As this article states in the beginning, this Gardner-Bentley conversion was never intended to prove anything beyond the fact that the engine is a very refined engine for buses, but in doing that it has shown itself to be a most fascinating unit for a car of the type that was beloved in the heyday of the "30-98," and one that is lamented now that it has passed on."

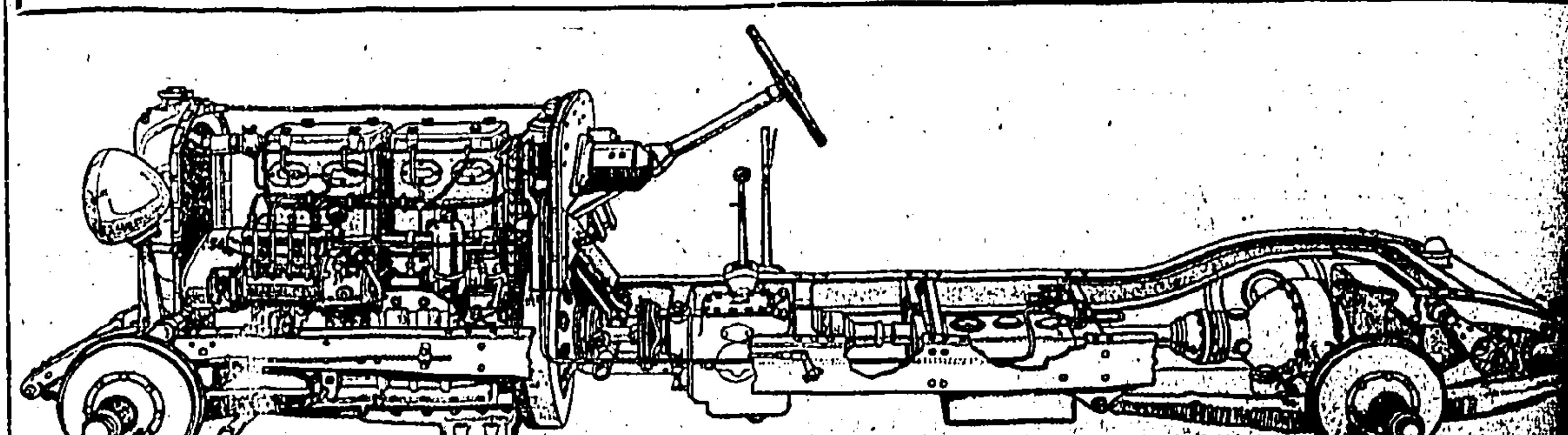
TEXACO MOTOR OIL!

OF INTEREST TO EVERY CAR OWNER
AND PARTICULARLY TO THIS WEEK'S
LUCKY MOTORIST. HE HAS A FREE
REFILL FOR HIS CAR AWAITING
HIM UPON APPLICATION TO 14,
QUEEN'S ROAD CENTRAL OFFICE OF

THE TEXAS COMPANY, (CHINA) LTD.



GARDNER HEAVY-OIL COMPRESSION-IGNITION ENGINE IN BENTLEY CHASSIS



Showing how neatly the Gardner engine fits into the three-litre Bentley chassis.

A STUDEBAKER REVIEW.

Completely New Line of Cars.

Fortified by its Free Wheeling triumphs of 1931, Studebaker announces a completely new line of motor cars offering the most advanced improvements in engineering and body design at the lowest prices in Studebaker history. Even casual examination of the new models provides ample evidence of the lengths to which this manufacturer has gone to maintain its pioneering leadership in the industry.

Its production and sponsorship of Free Wheeling, and the subsequent adoption of this epochal development by practically every manufacturer, definitely establishes Studebaker as a criterion and pace maker in sound automotive progress. Incidentally, it is also virtual fulfillment of the prophetic forecast by President Albert Russell Erskine a year ago, that in time all cars would have Free Wheeling.

Having successfully tapped and exploited a new reservoir of thrill and economy with its engineering advancement, Studebaker now brings to motorists a new peak of Free performance, comfort and appearance. It is claimed that never before have motorists been offered so much for so little at a time when true value has come to assume unparalleled importance in public consciousness.

Twenty-two smart new models, completely redesigned as to appearance, are offered on four wheelbases—The President Eight, The Commander Eight, The Dictator Eight and The Studebaker Six. Among these are eight of the smart new convertible body types—a sedan and a roadster on each wheelbase. In addition to these convertible models, on each of the four wheelbases the body types include the latest in body engineering—the St. Regis Brougham, a four passenger limousine model, five passenger sedans, and two and four passenger coupes. A seven passenger sedan and seven passenger limousine are on the President Eight chassis. There is also a State or Regal model with extra equipment for each type on all wheelbases.

Wheelbases have been increased throughout—135 inches in all Presidents, 125 inches in The Commander and 117 inches in The Dictator and Studebaker Six. Bodies are longer, lower, larger and wider. Greater rigidity and stability have been obtained by mounting the body on the outside of the chassis frame, with body sills vertical instead of horizontal as in conventional practice. Bodies have been lowered approximately 1 inch, yet headroom has been increased. Interior comfort dimensions are exceeded by no other car in the Studebaker price class.

A wide range of important engine, chassis and body improvements results in maximum performance, super safety, efficient silencing of engine, body and chassis, increased comfort, and vastly enhanced appearance. Details include Improved Free Wheeling plus Synchronized Shifting, safety glass throughout, cushioned power, squeak-proof body suspension, automatic starting, vacuum spark control, automatic ride control, new colours, and new "Aircurve" body design.

Body lines, while in no way radical, follow the aero-dynamic principles of the raindrop. This new design is accentuated by long, graceful and blended flow of moulding treatment, inclined windscreen pillars and sloping front doors. The peak panel is visorless, permitting an unobstructed flow of air over the roof.

Indisputably the most far-reaching and impressive innovation in the new Studebaker cars is the use of safety glass in the windscreen and windows of all models at no extra cost. This is the first time that any manufacturer in Studebaker's price class has offered this time-tested contribution to safety as standard equipment throughout its line. According to Studebaker, its pioneering of safety glass as standard equipment in the medium price field marks the beginning of a movement for greater safety, which ultimately all manufacturers must follow. Safety glass removes the great hazard of injury from flying glass splinters, and is claimed by Studebaker to be an great an advance in the safeguarding of driver and passenger as was the universal adoption of four-wheel brakes.

Tests by Studebaker research engineers have demonstrated conclusively that safety glass of the type approved for use in the new Studebaker Six, power has been increased to 80 horsepower, enhancing its proved championship calibre, and making it the most powerful six in its price class.

they or their loved ones will be killed, maimed or defaced by flying glass. Other safety factors in the new Studebakers are arched steel bodies, reinforced and welded cowl units, steel running boards, double-drop frame construction, and lower centre of gravity, obtained by lower body mounting and wider tread, steel core steering wheel, improved Free Wheeling and extra-large, accident-proof, mechanical four-wheel brakes.

The new Studebaker models feature Free Wheeling in its finest form, together with Synchronized Shifting. This combination represents the last word in scientific transmission development, and provides Studebaker owners with a degree of efficiency in gear shifting beyond which it is at present impossible to go. It is said. The use of helical gears assures maximum quietness in operation. Gear clashing is over and for all, whether in Free Wheeling or conventional gear.

This new type of Studebaker Free Wheeling operates in all forward speeds, first, second and top, making use of the clutch necessary only in starting and stopping. A hand lever conveniently located at the instrument board below and slightly to the right of the steering wheel, provides positive control lever. An interlock between the clutch and Free Wheeling mechanisms assures use of the clutch when making this shift. A dial on the facia indicates clearly whether you are in Free Wheeling or conventional. In returning to Free Wheeling the clutch need not be used.

Automatic starting in the new Studebaker models is not only an outstanding convenience feature, but one which materially adds to motoring safety. The mere turning of a key in the ignition lock instantly starts the engine. This device prevents stalling. If the clutch is left engaged, the battery will move the car forward even if the fuel supply is exhausted, or if for some almighty reason the engine does not start. It is thus unique emergency safety device. If the car should be stopped on a hill the driver has both of his feet and both hands free for operation of clutch and brakes while the engine is being automatically started. With automatic starting it is no longer necessary to grope for the distant button with the foot. And finally automatic start eliminates the danger of exhausting the battery by leaving the ignition switch on.

An important new Studebaker contribution to comfort is automatic ride control. This feature is the function of an entirely new type of shock absorber with which all President and Commander Eights are equipped. These new absorbers are thermostatically controlled to compensate automatically for variations of speed or road surface. As a result, the driver may concentrate his entire attention on handling his car, while the thermostatic and mechanical brain in the shock absorber does all the thinking automatically and assures him a comfortable ride at all times. Automatic ride control constitutes one of the greatest steps forward in behalf of riding comfort, and paves the way for the future of sound improvements in advance of their adoption by the rest of the industry.

The efficiency of a shock absorber is particularly susceptible to changes in temperature, speed and road conditions. Every driver has undoubtedly experienced the unusual stiffness of his absorbers on cold days, while absorbers adjusted, say, to high speed driving and smooth surfaces, become notoriously rough when subjected to low speeds or bad roads. Studebaker's automatic ride control does away with all this by maintaining maximum riding effectiveness under all conditions and sudden changes. In the Dictator and Studebaker Six, increased comfort has been effected by the use of improved Houdaille absorbers all round.

The same championship performance which has won for Studebaker more official stock car records for speed and endurance than all other makes of cars combined, is provided in even greater measure in the new models. Horsepower is 122 in The President, 101 in The Commander, and 85 in The Dictator.

Engines throughout are sea-honed straight eights of L-head type, a design which Studebaker has consistently used, and which has more than proved its worth in competitive trials the world over. In the Studebaker Six, power has been increased to 80 horsepower, enhancing its proved championship calibre, and making it the most powerful six in its price class.

Borhnalite aluminum alloy pistons are used in President and Commander Eights. The Dictator Eight and Studebaker Six are equipped with a newly developed plated cast iron piston, which represents a unique advance in piston construction. These new pistons, particularly well adapted to the smaller engine models, permit a closer-fitting, freer-acting, self-lubricating piston surface which reduces scoring and prevents piston slap.

A heavy, drop forged, counterweighted crankshaft, balanced both statically and dynamically, and equipped with an improved type of vibration damper, is used throughout. Nine large steel-backed, babbitt-lined aeroplane type bearings are found in the Eights, and four in the Six. Bearing sizes have been substantially increased in Commander and Dictator with a consequent reduction in bearing loads. Oil filter, petrol filter and air filter render engines completely dirt and dust-proof.

The proved smoothness of Studebaker's six and eight cylinder engine design has been materially increased in the new models by the use of "cushioned power." Heavy live rubber mountings at all four points of suspension effectively absorb every remaining trace of engine vibration throughout the entire speed range.

This refinement, together with the doubly balanced, counterweighted crankshaft, vibration damper, and matched, balanced pistons and connecting rods, results in a degree of smoothness which promises to establish new performance standards in the medium-price field. A new and interesting engine refinement is vacuum spark control. This device, consisting of a small vacuum cup mounted adjacent to the distributor, automatically retards the spark about 6 degrees during acceleration with wide open throttle. While eliminating the possibility of engine knock, vacuum spark control adds materially to smoothness during acceleration. When the need for retarded spark is over, the device returns the spark to its normal advanced position.

Super smoothness is matched by super silence. In the new cars, exhaustive research by Studebaker engineers into acoustic science has led to the successful damping of all extraneous noise, not only in the engine, but in chassis and body as well. Metal spring covers are standard throughout the line. This important innovation, which even extends to the lowest-priced models, puts an end once and for all to the nerve-wracking annoyance of spring squeaks. Spring covers effectively eliminate all noise from this source, because they act as a lubricant seal, and assure constant and adequate spring lubrication at all times.

The same basic principles of efficient sound damping have also been applied to engines and bodies. Motors of left drive models are equipped with a unique carburetor silencer, and a new full-power muffler of improved type is standard on eight-cylinder models. These, together with the inherent quietness of Free Wheeling plus Synchronized Shifting, and new non-resonant body design, combine to produce an operation uncannily silent.

No-resonant body construction in the new models is obtained by thorough insulation against heat and cold and noise. Sponge rubber or other insulating materials have been generously applied to all body panels and doors, front floor boards (all floor boards in the larger models), and in roof construction. Dash boards between the engine and driving compartment are insulated on both sides. These precautions absolutely eliminate rumbling and render riding a restful pleasure in the new Studebakers.

The vast improvement which has been wrought in interior comfort dimensions is emphasized by the following betterments: Seats are wider and show an average increase (at shoulder level) of about 1-1/2 inches in front and 2 inches in the rear. This added width in rear seats—the widest rear seat built today—accommodates three passengers with comfort. Front seats are approximately 2-1/2 inches deeper from seat back to leading edge. Seat backs are higher, providing better shoulder support. Leg room has been increased. Front doors, which are sloping to conform with the new body design, are one-half to 2-1/2 inches wider at a point just below the window sills, and give from 3 to 4 inches more toe room for easier entrance and exit. These outstanding dimensional improvements have been obtained by the new "overhunk" mounting of the body on the frame, and by wider rear tread.

Maximum driving safety and steering ease are assured in the new cars by an improved cam-and-lever type steering mechanism, which provides a marked advance in responsiveness, ease, and steering sense, and which, Studebaker engineers claim, is unsurpassed by any other car. New President and Commander

A MORRIS FLEET.

An Argentine Convoy.

A representative selection of Morris cars and Morris Commercial vehicles was exhibited recently at the Rosario (Argentine) Rural Show, under the auspices of the local Morris Company, S.A. Imp. Morris Industries (Argentina), Ltda., of Buenos Aires, and elicited most favourable comment.

The exhibits were conveyed from Buenos Aires to Rosario in resourceful manner, the Morris Commercial units obligingly affording "lifts" to their smaller Morris car companions. The convoy left Buenos Aires at 2 a.m. with an "open" on a six-wheeler chassis and a Morris-Oxford on a "Leader" chassis, and reached its destination after nineteen hours' travelling.

Considerable attention was naturally attracted en route, particularly by the rigid framed six-wheeler, which maintained its cargo constantly horizontal despite the bad nature of the roads.

Eights are additionally equipped with a swing shackle, a shock eliminating device located on the front spring horn, which prevents the transfer of real shocks to the steering wheel. A three-spoke, steelcore safety steering wheel is used on all models.

Improved brakes are of the two-shoe Duo-Servo single-anchor type equipped with long-life moulded lining. The thickness of the lining has been increased to 1/4 inch. This, together with heavier brake drums, results in increased effectiveness at all speeds, longer life, greater uniformity in action, and greater responsiveness to pedal pressure. The President has an effective braking area of 276-3/4 square inches; The Commander, 186-1/2 square inches, and The Dictator and Studebaker Six, 147 square inches. Of the internal expanding type, brakes are thoroughly waterproof.

One of the greatest improvements in the new Studebaker line has been made in appearance. Entirely new body lines which sweep back in a new "Aircurve" streamline effect, emphasize the extra smart design which is frankly French in origin. Sloping windscreens melt into the new roof line which curves back gracefully to form a neatly moulded rear quarter. Sloping front doors of extra width and concealed bonnet latches add to style. To compensate for the elimination of the conventional front visor, an adjustable visor hinged to the roof of the driver's compartment provides protection from glare when necessary.

One-piece front wings, carried back in a long, easy sweep, are particularly distinctive and of striking appeal. The new radiator design has a more wedge-shaped appearance, as well as a sharper degree of slant towards the bottom where it merges into the splash apron. High turbulence air deflectors in the grid add to smartness, while increasing the efficiency of air circulation. Headlamps are of the large Ovaloid type, and are matched by trim mudguard lamps of complimentary design. All exterior bright work is chrome-plated.

Wheels are equipped with new drop centre rims which make for better balance and truer running. Tyre sizes are: President, 6.60x18, 6-ply; Commander, 6x18, 6-ply; Dictator and Studebaker Six, 5.50x18, 4-ply. Wire wheels are standard. Deluxe models have six chromium plated, steel spoke type wheels, dual chromium outside mounted Saloon type horns, trunk rack and ornamental radiator cap. The St. Regis Brougham, the latest of body types, is also equipped with handsome trunk.

A new reflex tail light, mounted on the mudguard, affords protection even when the electric bulb is extinguished. A special reflector in the lamp picks up and throws back the headlight beams of the car following. New colours, reflecting the very latest development in finishing combinations, have been selected for the new models.

Interior appointments are luxurious and emphasize Studebaker's traditional good taste in quality furnishings. Upholstery is fine broadcloth or mohair optional, with leather in all convertible models. Seats are deep-sprung and scientifically shaped for utmost ease. Front seats are adjustable, except in convertible sedans. Heavily padded arm rests are provided in all rear-seated closed models, with centre folding arm rests, silk assist cords and hankies in a number of models. Door handles are longer and finished, like all interior hardware, in bright nickel. All closed models are wired with roof antennae for quick, economical and leak-proof radio installation.

New instrument panels of extreme simplicity and beauty have been devised for maximum utility.

522 FIAT

THE NEW 6 CYLINDER

HAS ARRIVED AND IS SELLING AT A REMARKABLY LOW PRICE.

Most brilliant on hills and in acceleration thanks to generous engine power and limited weight.

...Hydraulic brakes

...Silent third

...Speed over 62 miles per hour

...Low slung frame

...New body lines

Each car equipped as follows without extra charge—Wire wheels—two spare wheels and tyres—leather upholstery—safety glass—special lights on mudguards—stoplight, driving mirror and windscreen wiper.

ARRANGE AN EARLY DEMONSTRATION!

AGENTS:

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For Service:

FIAT GARAGE:

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The pioneer of Free Wheeling presents

32 betterments for '32

TRIUMPHANT New Studebakers . . . offering more car for less money than any car you have ever had!

Studebaker prices are lower . . . but Studebaker keeps on adding to the total of its betterments with 32 sensational advancements, chief of which is 1932 Free Wheeling plus Synchronized Shifting . . . the most obedient and the simplest car control known to motoring.

Studebaker started the world Free Wheeling . . . and these Triumphant New Studebakers now start still another epochal advance . . . this time in safety . . . by offering full-sealed, 1932 type Safety Plate Glass at no extra charge—in all windshields and all windows of all models.

All of these Triumphant New Studebakers have Automatic Starting and Full-Cushioned Power . . . and the New Presidents and Commanders have Studebaker Automatic Ride Control that instantly and infallibly adjust shock absorber and spring action to all changes of temperature, speed and road surface without any attention from the driver!

Come see these Triumphant New Studebakers . . . bigger and better in every particular. They are cars that reflect all the colour and experience of an 80-year-old organization respected for its achievements and famous for its enterprise . . . they bespeak the solid value of Studebaker economy and the acknowledged vitality of Studebaker manufacture!

1932 Free Wheeling plus Synchronized Shifting Safety Plate Glass All Around Automatic Starting Automatic Ride Control Full-Cushioned Power Longer Bodies—Wider Seats Air-Curve Coachwork New Convertible Body Styles All Bodies Insulated Against Heat, Cold and Noise Lower Centre of Gravity Closed Bodies Wired for Radio Improved Brakes New Airplane Type Instruments on Facet Free Wheeling Dial Electric Petrol Gauge Metal Spring Covers Reflex Tail Lamp Full Automatic Spark Adjustment New Airplane Type Steel-Backed Engine Bearings Greater Cooling Capacity Finer Body Hardware including new windscreen mountings Concealed Bonnet Latches New Inside Sun Visor No-Glare Sloping Windscreen Chromium-Plated Steel Spoke Wheels One-Piece Wings Steel Running Boards Integral Unit Body Construction Heat Resisting Sponge Rubber Floor Mats Improved Rim Assembly Single Key for all Locks Air Cleaner, Carburetor Silencer; Full Power Exhaust Silencer

Triumphant New Studebakers

HONGKONG HOTEL GARAGE

THE HONGKONG AND SHANGHAI HOTELS LTD.

MACAO DERBY.

THE PROSPECTS FOR TO-MORROW.

[By "Ringtail."]

Provided we have no heavy rain during the night, I see no reason why to-morrow's racing at Macao should not attract a very large crowd of turfites. A record entry has been received and a tremendous number of ponies in the griffin class has already been sent up.

The Macao Derby, which is the principal event, is very open. There are at least a dozen starters which have a chance of winning this valuable prize. In addition to the griffin races, some good sport should be seen in the subscription griffin races. A non-winners' event for Australian ponies should be well contested. My selections are as follows:

1st Race.
Hellotrope Lenf.
Brown Eyes.
Country Club.
2nd Race.
Banjolina.
Fighting Blood.
Golden Arrow.
3rd Race.
Hall Stable.
White Jade Star.
Darkest Eve.
4th Race.
Choctow II.
Celerity.
Bright Eyes.
5th Race.
The Rainbow.
Gold Digger.
Aurora.
6th Race.
Sonny Boy.
Shanghai Beau.
Gallant Fox.
7th Race.
Indiana.
Darkest Eve.
Mon Tallman.

WRIT AGAINST N. S. W. GOVERNMENT.

MR. LANG AND A YEAR'S MORATORIUM.

Melbourne, Feb. 2.
"In the ultimate resort the Commonwealth is responsible for the interest on which New South Wales has defaulted," said Mr. Joseph Lyons, Premier of the Australian Commonwealth, in a statement to-day, referring to the decision of the Government of New South Wales to suspend all interest payments on loans, upon which they are also reported to be seeking a year's moratorium.

New South Wales, however, is directly responsible to holders of securities in the loan concerned."

"Under the 1929 financial agreement," Mr. Lyons continued, "New South Wales was bound to provide the Commonwealth with the amounts required to meet all interest on the public debt of New South Wales to the extent to which such liabilities exceeded £243,000 monthly payable by the Commonwealth under that head."

The Commonwealth will continue to provide the £243,000, but will pay it direct to holders of New South Wales stock and bonds instead of to the New South Wales Government. The method of doing this having regard to the total New South Wales debt, requires careful consideration.

"The Commonwealth is entitled to compel New South Wales to pay to the Commonwealth the interest due, and as the Commonwealth proposes to exercise this right, separate proceedings by the bondholders against new South Wales will not be necessary," said Mr. Lyons.

"Any moneys recovered," Mr. Lyons continued, "will be applied to the payment of interest. The Commonwealth will issue a writ to-morrow for the recovery of the amount, and will take any other measures within its power to compel New South Wales to honour its obligations."—Reuter.

ACCIDENT TO LORD DARLING.

KNOCKED DOWN BY LORRY.

Lord Darling, who is 82, was knocked down and injured by a motor-lorry as he was entering Trevor-square, South Kensington.

He was caught by a mudguard and thrown on the pavement. His head was cut, and after the wound had been dressed he was taken to his home in Albert Hall-mansions in a taxi-cab.

It was stated that the injury was not serious.

Lord Darling retired in 1923 from his position as a Judge of the High Court, to which he was appointed in 1897. He has returned to assist in the work of the King's Bench Division: on two occasions when some of the Judges have been ill.

THE AXE IN THE COMMONS.

10-MINUTE SPEECHES.

Two revolutions are threatened in the House of Commons. They are:

- (1) The limitation of speeches to ten minutes; and
- (2) The abolition of the police, whose ear-splitting cries of "Vee-shun!" have electrified successive generations of members.

The first is to be "tried out" in a small way; the second is only "under consideration."

Liberal and Conservative members taking part in the time-limit scheme—which is an old project of Sir Samuel Chapman, the Conservative M.P. for South Edinburgh—will pledge themselves to sit down, however well the speech is going and however much there is left to say, as soon as the clock has travelled a sixth of the circle. Old Parliamentary hands have their doubts. They think the temptation to "go on" may prove too strong.

Lending to Millionaires.

The second revolution will be decidedly less popular. For 40 years the policemen of Parliament have been friends, as well as guardians, of members of all parties.

They have told them when divisions, "counts," and other excitements called for hurry, and when the House was "up" they have conveyed the news in the time-honoured: "Who goes home?"

They have been known, on occasion, to lend money to stranded millionaires, and to rescue mislaid speeches absent-mindedly cast into the wastepaper baskets.

A proposal to replace the 50 policemen by a corps of attendants at lower wages, find little favour, but Mr. Ormsby-Gore, the First Commissioner of Works, is to hold a conference soon with the House authorities and the police, when a decision will be made.

LORD SNOWDEN'S STORIES.

Viscount Snowden told story after story in broad Yorkshire at the "Yorkshire Night" of the Press Club recently—and the more he told the more his audience called for more.

"I have often been criticised by you, gentlemen, for my pronunciation of certain words," he said, and proceeded to deal with a word he had had much to do with—Budget.

Instead of saying, as decadent Southerners said, "Budget," the Yorkshiremen said "Boojet." "Who is going to tell me, 'Boojet' is wrong?" he asked. "I stand by 'Boojet'!"

Here are some of his stories: A Sheffield man was told by his doctor that he must give up whisky or go blind. The man thought for a minute and then said, "Well, I've seen all there is to see . . ."

A Yorkshireman and his family were on the train without having tickets. He just went into the next compartment, said, "Tickets, please"—and got plenty.

A miner, asked by the manager how his pit pony died, replied: "I happened to be looking at my pay sheet and I saw the pony looking over my shoulder . . ."

A farm cart was lumbering along a narrow lane when a motorist behind kept shouting, "Go faster." "Well," said the carter, "Ah'm going as fast as thou art."

Lord Harwood, another of the guests, said newspapers had frequently described the colour and detail of the new wallpaper which the Princess Royal had been choosing for her sitting-room at Goldsbrough.

"But, gentlemen," he added amid loud laughter, "the room was panelled."

Mr. J. B. Priestley declared that it cost him another £500 every time a Chancellor of the Exchequer says "Boojet."

SUGAR MARKET.

THE LATEST CABLED QUOTATIONS.

The following cable at the close of the sugar market yesterday has been received by Messrs. Penneath and Co.

London Terminals.

March 1932 5/11½ down 1½d.

May 1932 5/2½ down 1½d.

August 1932 5/6½ down 1½d.

December 1932 5/8½ down 1½d.

Buyers at above prices, sellers asking ½d-1½d more.

New York Terminals.

March 1932 1.04 down 2 pcts.

May 1932 .78 down 2 pcts.

July 1932 .86 down 2 pcts.

September 1932 .92 down 1 pt.

December 1932 .97 down 2 pcts.

THE HONGKONG TELEGRAPH SATURDAY, MARCH 12, 1932.

LEVELLING PARSON'S INCOMES.

WHAT A RECTOR'S WIFE THINKS.

A lively speech was made by a woman on the subject of the incomes of the clergy at the Church Assembly at Church House Westminster.

It was made during a discussion on a proposal for the appointment of a committee to consider the question of surplus endowments.

The Rev. C. E. Douglas (Southwark) moved for the appointment of Sir Samuel Chapman, the Conservative M.P. for South Edinburgh—will pledge themselves to sit down, however well the speech is going and however much there is left to say, as soon as the clock has travelled a sixth of the circle.

Old Parliamentary hands have their doubts. They think the temptation to "go on" may prove too strong.

Lending to Millionaires.

The second revolution will be decidedly less popular. For 40 years the policemen of Parliament have been friends, as well as guardians, of members of all parties.

They have told them when divisions, "counts," and other excitements called for hurry, and when the House was "up" they have conveyed the news in the time-honoured: "Who goes home?"

They have been known, on occasion, to lend money to stranded millionaires, and to rescue mislaid speeches absent-mindedly cast into the wastepaper baskets.

A proposal to replace the 50 policemen by a corps of attendants at lower wages, find little favour, but Mr. Ormsby-Gore, the First Commissioner of Works, is to hold a conference soon with the House authorities and the police, when a decision will be made.

THAT OLD TOP HAT.

MAY GRACE SOME NATIVE CHIEF.

What became of your old top hat?

Do you realise that some native chief on the Gold Coast may be wearing with pride that old frock coat which served you faithfully for years at funerals and weddings?

Old frock coats, as Mr. Runciman stated in his tariff speech in the Commons recently, find their way out to the Gold Coast, where they are popular at funerals. The West African in his love for European clothes will buy anything in the shape of old trousers, old boots, especially gum boots, second-hand uniforms and shirts.

He is most fond of the top hat, however old, and the frock coat, no matter how faded and threadbare.

The Chiefs' Delight.

There is quite a general trade in exports of this nature. The clothing is made up in bales and shipped out, principally to Accra, from London and other ports.

In many cases the natives themselves have the clothing sent out to them direct in parcels, and payment is made through a banking house.

A new lease of life may therefore have been given to your top hat and frock coat by the second-hand dealers in Houndsditch and Petticoat-lane, and their catalogues and advertisements find their way into the homes of the native chiefs.

RUMANIA AND U.S.S.R.

M. TITULESCO TO SEE KING CAROL.

Vienna, Feb. 12.

Great importance is attached in Rumania to the audience with King Carol, that M. Titulesco, the Rumanian Minister in London, is to have tomorrow. M. Titulesco is one of the Rumanian delegates at the Disarmament Conference, and asked the King for an audience by telephone from Geneva. He wishes, it is understood, to lay before the King important information with regard to Rumanian foreign policy.

M. Argotanu, the Minister for Home Affairs, has told his adherents that M. Titulesco hoped to restore agreement between his own standpoints and that of the Government, particularly with regard to the negotiations between Rumania and the U.S.S.R. now taking place in Riga.

On Wednesday, M. Jorga, the Prime Minister, submitted a memorandum to the King on the formation of a concentration camp, not which the King has long desired. M. Jorga did not think this could be achieved under present circumstances, but assured the King that he would do his utmost

to bring about such a Government.

LINKING TUBES AT HOLBORN.

WORLD'S FASTEST ESCALATORS.

The big underground station at Holborn which is to be used for traffic on both the Central London and Piccadilly Tubes is expected to be opened next Christmas. Passengers changing from one line to the other at present have to:

Detrain at Holborn or British Museum Station;

Cross the street, dodging the vehicles at Kingsway corner;

Descend in a lift.

This takes five or six minutes.

Over half-a-million pounds is being spent to enable passengers to transfer from one line to the other in less than two minutes and remain underground all the time.

The British Museum Station will be closed, and passengers for or from the Central London, Piccadilly and Aldwych routes will use the Holborn Station, which is being reconstructed on the lines of the Piccadilly and Tottenham court-road Stations.

Speedy Escalators.

Escalators are being substituted for lifts. They will have four separate moving staircases, some descending 80 feet and others 50 feet. The former will be the biggest and fastest in the world.

The Central London line is 100 feet below the street-level, and the Piccadilly line is 140 feet down. These levels are not being altered. The lines will not junc-

tion. Passengers will cross from one to the other through a sub-way and on the shorter escalators.

The new stations are being built round the tubes through which the trains are running, and at the appropriate moment the steel tubes will be removed in sections.

"It is a remarkable job," said an Underground official. "It is the most difficult we have ever attempted."

Hundreds of men have been working there day and night since October, 1930.

NEUTRAL ZONE.

LEAGUE ASSEMBLY PLAN OPPOSED.

Shanghai, Mar. 11, 3.58 p.m. The opinion is held in Chinese diplomatic circles that China will probably raise an objection to that part of the League Assembly's draft resolution which deals with the matter of "policing the neutral zone at Shanghai."

It is intimated that China cannot agree to the creation of a neutral zone and will insist that no question of this nature should be raised at Geneva.—Reuter.

Violation of Covenant.

Shanghai, Mar. 11, 9.52 p.m. Referring to the Tokyo report that Japanese troops in Manchuria may be compelled to remain outside the railway zone until the new state is able to maintain peace and order unaided, a spokesman of the National Government this evening said:

"Japan is openly aiding and abetting a rebellion in the territory of another League member, in flagrant violation of the letter and spirit of the Covenant, as well as in complete disregard of her solemn undertaking before the League."

The spokesman declared that China was unable to agree to the mention of a neutral zone at Shanghai in the League discussion or resolution, and added that China insists on the Manchurian and Shanghai questions being settled together, as they are closely related.—Reuter.

RUMANIA AND U.S.S.R.

This Suite of records is kindly loaned by the British Film Distribution Company and played on Western Electric Sound Equipment.

8.50-10.00 p.m.

A Programme of records from Z. B. W.'s Library.

Orchestral Concert.

(Including Songs with Orchestra and Piano-Forte Concerto.)

(Saint-Saens Op. 31.)

Played by the Harmonic Sym-

phony Orchestra of New York under the direction of Wilhelm Mengelberg.

Songs with Orchestra-Horowitz (Mussorgsky). "Il est doux, il est bon."

Songs with Orchestra-Jeanne d'Arc (Tchaikowski). "Aidez, forta."

Maria Jeritza (Soprano).

Hungarian Fantasy (Liszt).

Played by Arthur de Greef and The Royal Albert Hall Orchestra conducted by Sir Landon Ronald.

Orchestral-Dance Macabre (Saint-Saens Op. 40).

Played by The Philadelphia Sym-

phony Orchestra conducted by Leopold Stokowski.

Songs with Orchestra-Meistersinger (Wagner). "Fräulein."

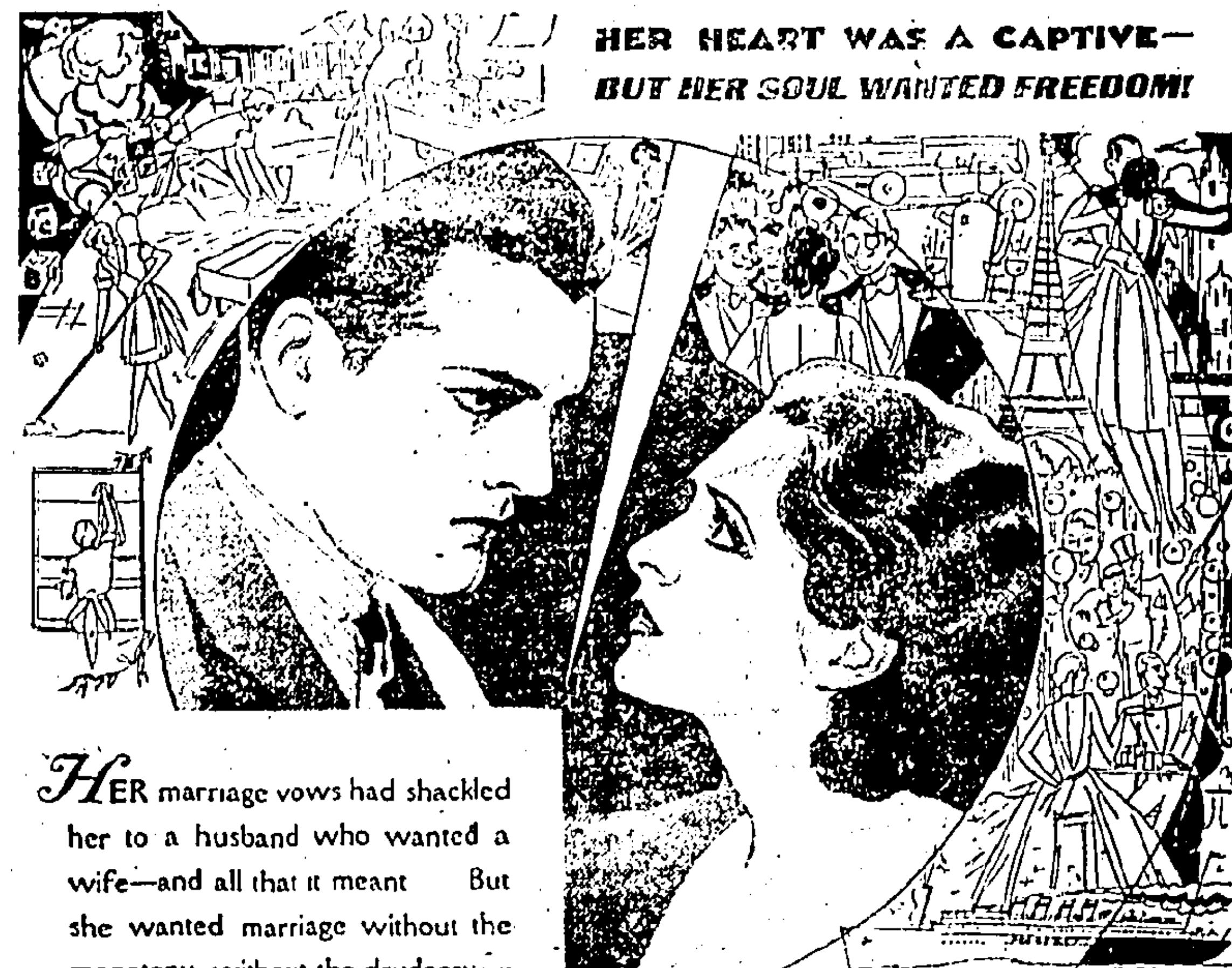
Songs with Orchestra-Lohengrin



We are very glad to announce that we have secured the exclusive and sole rights for the exhibition of a lot of the best and latest 1932 United Artists Super and Special Productions within the Colony.

SHOWING TO-DAY at 2.30, 5.15, 7.15 & 9.20 p.m.

1932 UNITED ARTISTS PICTURE



Her marriage vows had shackled her to a husband who wanted a wife—and all that it meant. But she wanted marriage without the monotony, without the drudgery—of old fashioned ideas! She wanted to live in a world of business, of joy jazz and the spirit of modern youth.

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SHOWING SOON

Come on! LET'S GO!

23,000 MILES OF
LAUGHS, GAGS,
THRILLS and ROMANCE!

Sail the clouds... hurdle
oceans... leap continents
... meet kings and potentates to the clamoring
roar of millions... in
the joy ride of all time!

“...he's lucky—split
loop around this
cockeyed globe with
daring, dauntless;
happy-go-lucky
Doug! Now enter
him in the Epitome
of the birth of
the talkies! Hailed
by press and public
as Doug's greatest
screen achievement

AROUND the WORLD
in 80 MINUTES with
Dough Fairbanks

ALL THE WORLD HIS
STAGE CONTINENTS
HIS PLAYGROUND!
UNITED ARTISTS PICTURE

SALE OF PONIES.

YESTERDAY'S AUCTION AT HAPPY VALLEY.

Several good ponies, including some winners of the previous seasons, were disposed of at the pony auction which was held yesterday afternoon at the paddock of the Hongkong Jockey Club, the auctioneers being Messrs. Hughes and Hough.

The full list of ponies sold, their prices and the names of their purchasers is given below:

The Woodcock, \$85, Mr. S. W. Tang; The Wedgeon, \$10; The Plover, \$20, Mr. Leung Hau-yuen; Dandy, \$30, Mr. Chan Sum; Espy, \$200, Mr. Woo Lai-thin; Crown Prince, \$35, Mr. Chan Sum; Brinwick Hall, \$100, Mr. C. E. L. Crist; Gay Fox, \$65; Maude, \$55, Mr. Chan Sum; Vicente, \$100, Mr. H. M. Chan; Yamana, \$75, Mr. Chan Sum; Blue love, \$50, Dr. S. To Wong; Bridge Hall, \$60, Mr. S. W. Tang; Patricia Hall, \$65, Mr. Mak Choi; Aurora, \$180, Mr. Fischer; Lourenco Hall, \$40, Mr. Chan Sum; Vim, \$75; Lowlock, Coquine, \$45, Mr. Chan Sum; Why Worry, \$30, Mr. Chan Sum; Spring Fever, \$50, Mr. Chan Sum; Romeo, \$30, Mr. Chan Sum; King's Counsel, \$110, Mr. Ferrajolo, Acacia Leaf, \$60; Lotus Leaf, \$60, Mr. Ho Kee; Bay of Bellingham II, \$60, Mr. Hau Yuen; Winkle, \$30, Mr. Chan Sum; Vassoue, \$35, Mr. Chan Sum; Young Pretender, \$40, Mr. Chan Sum; Jimmy, \$200, Mr. Kong E-huen; Ben Hur, \$45, Mr. Tang Peterkin, \$40, Mr. Chan Sum; The Wrekin, \$15, Mr. Chan Sum; Warsaw King, \$35, Mr. Chan Sum; Big Chip, \$20, Mr. Chan Sum; Speedy, \$25, Mr. Chan Sum; Shamus, \$35, Mr. Chan Sum; and Calamity Jane, \$40, Mr. Tang.

MAMAK HOCKEY.

RADIO SPORTS V. CENTRAL BRITISH ASSOCIATION

The following have been selected to represent the Radio Sports Club Hockey XI in their Mamak tournament match against the Central British Association, to-morrow at 11.30 a.m. sharp on the C. B. A. ground, King's Park.

A. Sparry; P. Singh; J. Singh; S. Singh (Capt.); A. E. P. Guest; M. Singh; Hin'r' H. Singh; G. Singh; K. Singh and F. A. Kemp, Reserves: J. T. K. Gilchrist, Atta Singh and Atma Singh. Referee: S. Set. Townsend.

On Wednesday next the Hongkong Hockey Club are due to meet the South Wales Borderers on the U. S. R. C. ground at 5.15 p.m. and will be represented by the following team: G. Dunn; W. Woodward; J. T. Potter; W. A. Reed; A. A. Dand; J. T. Potter; H. Owen Hughes; G. E. R. Divett; C. C. Francis; E. V. Reed and J. L. Tetley.

YACHT CLUB.

SCANDINAVIAN TROPHY RACE TO-MORROW.

The Royal Hongkong Yacht Club race for the Scandinavian Trophy, which is to be held to-morrow, is a team race for boats and is framed on the same lines as the British-American Cup Race.

One race will be worked off in the morning, and another after the twin interval.

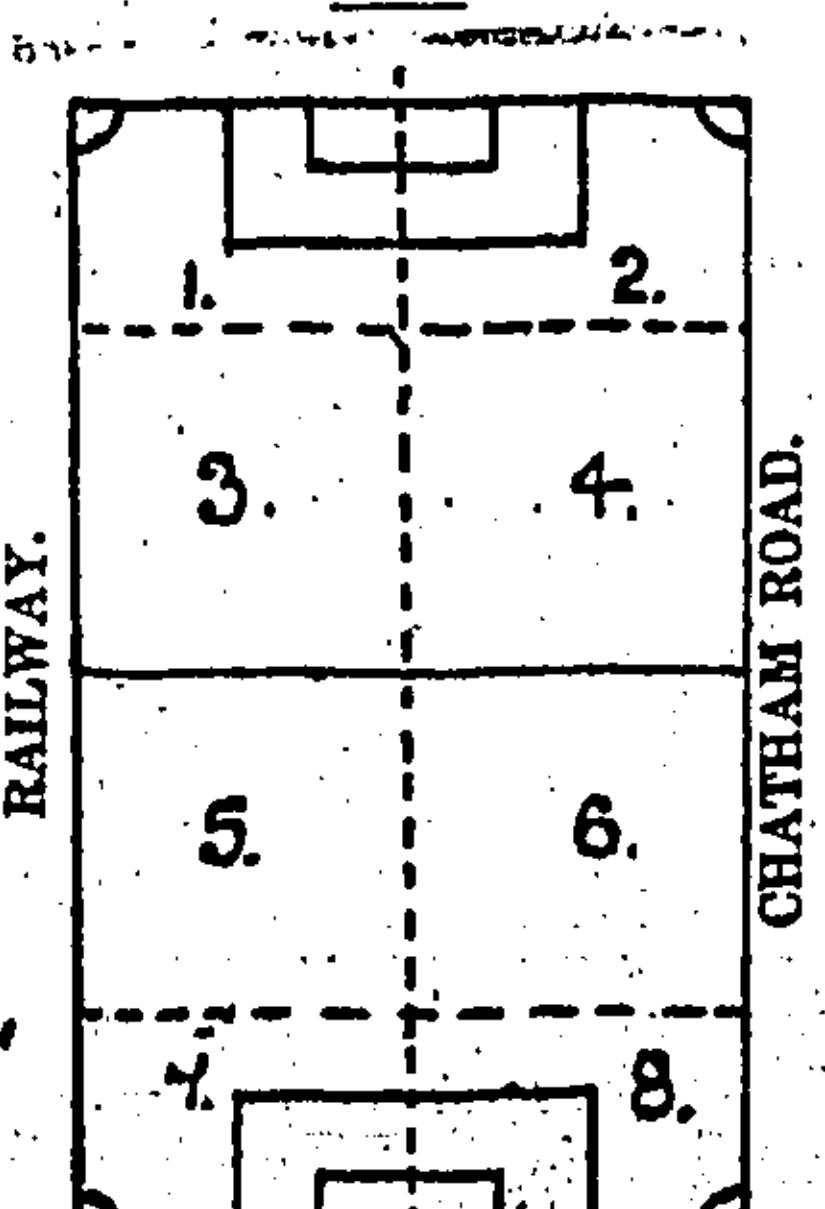
The boats will however be interchanged for the second race, to introduce a sportive element into the competition.

The side which secures the highest aggregate of points will be declared the winner.

FRIENDLY HOCKEY.

Playing in a friendly game of football at Caroline Hill yesterday, the Radio Sports Club, fielding a very strong combination, trounced the Hongkong Hockey Club 2nd XI to the tune of nine goals to one. The Radio were superior in all departments and gave the Club forwards little or no chance of scoring.

SOCER BROADCAST.



There will be a broadcast of the football match between the Kowloon Football Club and the South Wales Borderers from the Kowloon Football Club Field this afternoon. The above lay-out of the ground will assist listeners to follow the commentary.

MILITARY BOXING.

FINALS OF BORDERERS' COMPETITIONS.

Eighteen contests took place at the Murray Barracks last night when the final and semi-final of the international boxing competition of the 1st Battalion, the South Wales Borderers were held. The majority went to the full distance of three two-minute rounds.

Meeting in the final of the bantams, Burchill and Denham, who had both scored rather easy wins in the semi-finals, promised to make it an even contest, but the end came suddenly in the second round, when Burchill injured his right thumb and had to retire. Gould, who won his semi-final of the feathers on a foul, went through to beat Skinner on points and secure the title.

Hard hitting marked the final of the light heavies between Keogh and Thomas. They were running practically even on points in the last, but the referee terminated the bout after examining Thomas's eye, which had been badly cut and was giving him trouble. Roberts and Thomas, two hard hitting welters, also promoted much interest in the fight, but Thomas was sent down several times and the referee stepped in Roberts' favour at the end of the second.

Excellent fighting was seen in the three middleweight contests. Gilmore took the first semi-final from Thomas, and Phillips dealing out punishment with his right, secured the second from Williams, who finished well. Meeting in the final, Phillips went down in the first round and again in the second, but fought back well. The bout went the full distance and ended in Gilmore's favour.

There was a sudden ending to the light heavies final when Lloyd fell back heavily and hit his head on the boards. Evans, who beat him, had proved a hard hitting and nimble boxer in his semi-final with Penfold. Points scored by the various competitors were: "A" Company, 34; "C" Company, 36; "D" (M.G.) Company, 31; "B" Company, 16.

At the conclusion of the fighting, the trophies were presented by Lieut.-Col. G. T. Itaiker.

Results.

Following were the results:

Bantamweight. Semi-finals: Pte. Burchill outpointed Pte. Nicholas.

Pte. Denham outpointed L. C. Slyth.

Pte. Evans beat Burchill.

Featherweight. Semi-finals: Pte. Gould beat C. Wray on a foul; L. C. Skinner outpointed Pte. Rowland.

Pte. Gould outpointed Skinner.

Lightweight. Semi-finals: Pte. Thomas outpointed L. C. Moule; Pte. Keogh outpointed Pte. Tregonnig.

Pte. Keogh beat Thomas.

Welterweight. Semi-finals: Pte. Roberts outpointed L. C. Felix; Pte. Thomas outpointed Pte. Richardson.

Pte. Roberts beat Thomas.

Middleweight. Semi-finals: Pte. Gilmore outpointed Pte. Thomas; L. C. Phillips outpointed Pte. Williams.

Pte. Gilmore beat Phillips.

Light heavyweight. Semi-finals: L. C. Evans outpointed Cpl. Penfold; Pte. Lloyd outpointed Pte. Perry. Final: Evans beat Lloyd.

Two best losers—Pte. Morrison, L. C. Moule.

EXCHANGE RATES.

	Previous Day.	Yesterday.
Paris.....	.92%	.92.9/16
Geneva.....	18.7/16	18.25/32
Berlin.....	15.6/10	15.25
Oslo.....	18.7/16	18.7/16
Helsingfor.....	.217%	.215
Athens.....	.285	.287/4
Buenos Aires.....	.38%	.38/2
Shanghai.....	1.0/1.0	1.0/1.1/16
New York.....	.36	.36/4/2
Amsterdam.....	.006	.006
Menna.....	.32	.32
Madrid.....	.48	.475
Buenos Aires.....	.015	.015
Hongkong.....	1/4.1/16	1/4.3/16
Brussels.....	20.25	20.05
Milan.....	.70%	.70%
Stockholm.....	.18%	.18.10
Copenhagen.....	.18.15	.18.15
Prague.....	.120	.122/3
Lisbon.....	.110	.100%
Rio.....	.4	4.1/16
Bonbay.....	1/6.9/64	1/6.5/32
Yokohama.....	.1/0	.1/8/2
Montevideo.....	.30%	.30%
Montreal.....	4.08%	4.07
Silver (spot).....	.17%	18.1/16
" (forward).....	18.1/16	.18/4
		—British Wireless.

NOW SHOWING AT THE KING'S THEATRE.



Lionel Barrymore and Laurence Olivier, two men with one desire—the affection of the ladies in the few scenes of "The Yellow Ticket."

MELLOW
RARE
MATURED—

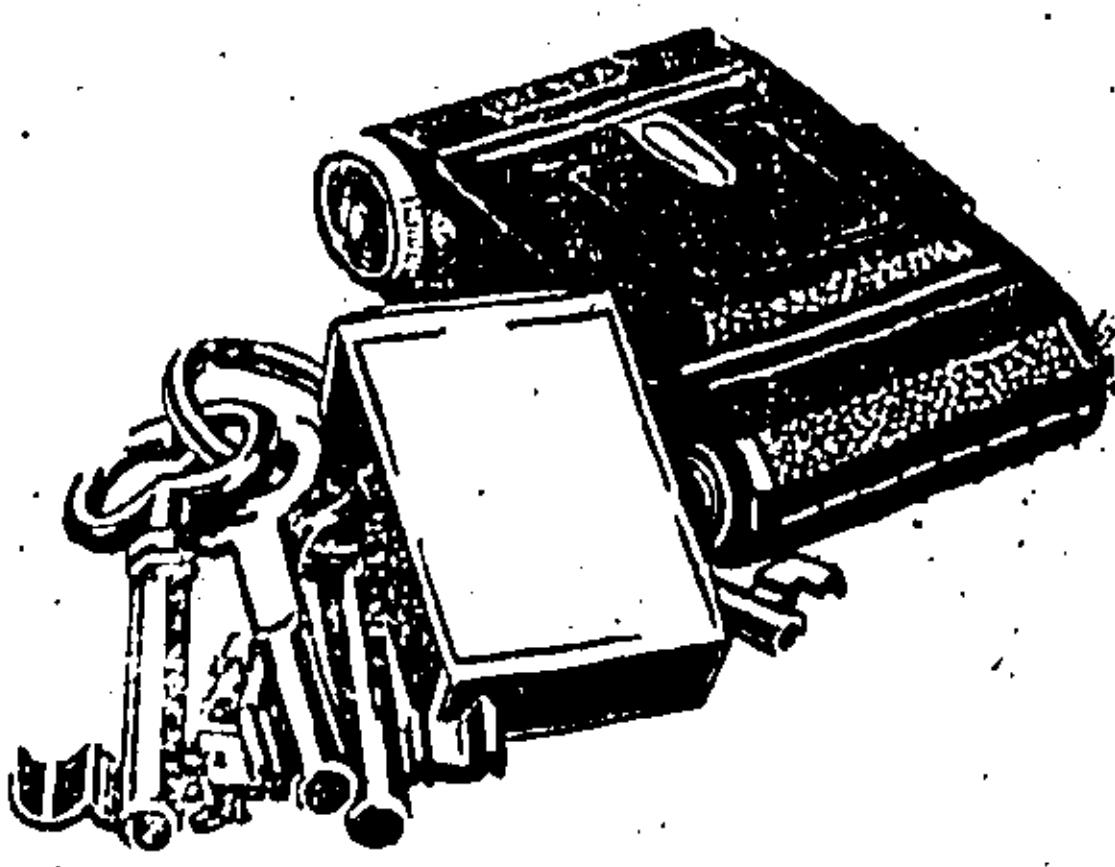


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1856.

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"Special Scotch Whisky."

GILMAN & CO., LTD.



Pleasure at any time with the tiny

IKONTA 3 x 4 cm.

A vest pocket camera indeed. It is so small that it actually fits into a gentleman's vest pocket or a lady's bag. The finish is characteristic of a Zeiss Ikon product, refined and durable.

Obtainable at all leading dealers.

6, 3 lens model \$37.00

4, 5 lens model \$44.50

Ask for the new Baby-Ikonta pamphlet!



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CARLOWITZ & CO.

4, Queen's Road C., Bank of China Building,
Hongkong.

KOWLOON MARATHON.

SLIGHT ALTERATION MADE IN COURSE.

The complete route is now as follows: Starting in Chatham Road, outside St. Andrew's Church, it runs in a north-easterly direction along Waterloo Road, along Waterloo Road to Prince Edward Road, then to Tsim Kung Road (formerly Kowloon City Road), through Hungtung to Chatham Road, Salsbury Road and back into Nathan Road, finishing at St. Andrew's Church.

Owing to excavation and reclamation work being carried out at the end of Argyle Street, just past the Kowloon Hospital, the course of the annual Kowloon Marathon is being slightly altered. Instead of turning down Argyle Street, the route to be

At the Hongkong Hotel

DANCES in the ROOF GARDEN

TEA DANCES EVERY WEEK-DAY AFTERNOON Wednesdays & Saturdays 4.30 to 6.30 p.m. Other days 6 to 7 INCLUDING CHARGE for TEA & DANCING \$1.00

DINNER DANCES During and after Dinner NIGHTLY till 12 midnight Mondays to Saturdays in the NEW GRILL & BALLROOM

THE HONGKONG & SHANGHAI HOTELS, LTD.

LONDON HOTEL DRAMA.

INCIDENT BEFORE WOMAN'S DEATH.

POLICE AND MAN WHO MAY DIE.

Chief-Detective-Inspector Nichols, giving evidence at the inquest on Mrs. Gladys Luff, who was shot dead in a London hotel, the Goldsmiths' Arms, stated that he had "some individual under surveillance."

The Coroner: He is not available to-day even if he desired to come?—No.

"The position," said Chief-Inspector Nichols, "is that the man is in a very critical condition and might die at any moment. On the other hand he might recover."

The Inspector stated, too, he had satisfied himself that Mrs. Luff's death was not a case of suicide. No weapon was found.

A Boy of 14.

In earlier evidence, the husband, Henry Charles Luff, of Lower Bristol-road, Bath, a bus driver, said his wife was about 35 years of age.

They had one child, a boy, who would be 15 in March. He last saw his wife in Bath a month ago, but had not spoken to her since 1918. There was a mutual agreement to part.

Mrs. Carter, barmaid of the Goldsmiths' Arms, stated that a man occasionally visited Mrs. Luff at the hotel. They seemed on rather affectionate terms.

On the Monday, when the police were called in she found on the till the keys for the office, front room, sitting room, bedroom and till. The money was usually banked, but was not on Saturday on account of paying tradesmen.

Sound of Shots.

Francis James Boyles, a licensed victualler's manager, who lived at the Goldsmiths' Arms, said he had sometimes heard a man's voice in Mrs. Luff's room after closing hours.

About 12.15 on the Wednesday he thought he heard Mrs. Luff coming in with someone. Later he heard what seemed like a shot and a tinkling of glass.

Then he heard another shot and he shouted down, "Are you all right?" She said: "Quite all

GREAT OPENING *The NEW*
REDUCTIONS
TO SIGNAL THE OPENING OF OUR
NEW PREMISES
AT 60, QUEEN'S ROAD, CENTRAL.

ALL the new stocks have arrived including Printed Crepe de Chine and Printed Georgette.

COLOURING & DESIGNS EXQUISITE.

PRICES are specially favourable owing to better exchange.

Make a special note of our address—

and pay an early visit.

THE HONGKONG SILK STORE

New Premises—60, Queen's Road, C.—New Premises

right, thank you."

He heard voices, hers and a man's, but he did not know who the man was.

The Coroner: Did you not think the shots were extraordinary?

It seemed a very small report.

Did you think it was a joke?

Yes, I thought they had a toy pistol.

Bruised Arms.

Sir Bernard Spilsbury, who made the post-mortem examination, said he found three bullet wounds in the head. They were in a horizontal line. There was no blackening of the skin and little singeing of the hair, which showed that the shots had not been fired from within six inches

of the head.

There were superficial bruises on the arms, which might have been caused by the gripping of fingers.

Fired from One Position.

Mrs. Luff must have been dead 12 hours and might have been dead 24 or 48 hours before he saw her. The brain had been pierced by the bullets.

Sir Bernard produced two small nickel-coated bullets which he had found and handed them to the coroner.

"The bullets," concluded Sir Bernard, "had obviously been fired from the same position and had passed through the head at approximately the same place."

The inquest was adjourned.

FELIX HAT SHOP

York Building, Chater Road.

Now Displaying Spring Millinery.

Pastel Shaded Summer Weight Felts and Straws. Every Hat a distinct creation.

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TO-DAY
At 2.30, 5.10, 7.15
& 9.30 P.M.

KING'S THEATRE

BOOKING
AT THE
THEATRE
TEL. No. 25313.

POWERFUL
in its dramatic action
STIRRING
in theme and beauty
MAGNIFICENT
in its emotional appeal

Fate hounded her. Love shared her innocence and beauty inflamed her persecutors. Your heart will raptly follow her brave struggle, her crashing triumph. Barrymore at his greatest. Landi more glamorous than ever.



THE YELLOW TICKET

with

ELISSA LANDI
LIONEL BARRYMORE

Directed by
Raoul Walsh
from Michael Morton's
Sensational drama.

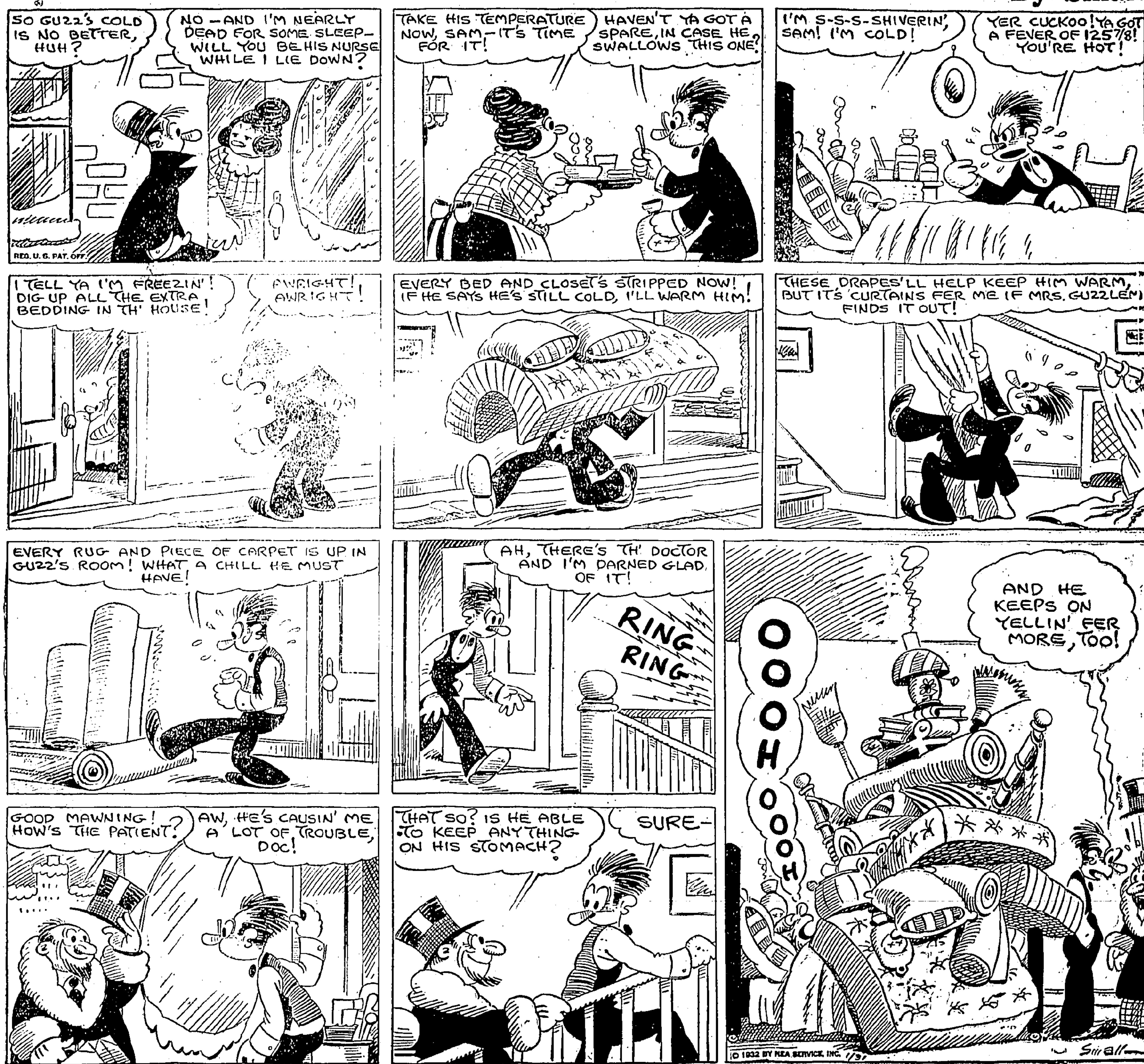
FOX
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THE LATEST FOX
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"SPREEWALD FOLK."



SALESMAN SAM

By Small



WHITEAWAYS
SPECIAL DISPLAYS for EASTER
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ALL DEPARTMENTS.
NEW MILLINERY, NEW VOILES, NEW HOSIERY.
INSPECTION CORDIALLY INVITED.
WHITEAWAY, LAIDLAW & Co., Ltd.

MACAO DOG RACING

SATURDAY NIGHT

8.30 p.m.

SUNDAY NIGHT
8.30 p.m.Public Stands 40 cts.
Members Stands \$1.00**STEAMERS.**

TO MACAO:

Sat. 8 a.m. Sui Tai.
.. 2 p.m. Venezia.
.. 5.30 p.m. Sui An.

FROM MACAO:

Sun. 6 p.m. Tai Shan.
.. 6 p.m. Venezia.**CINEMA SCREENINGS.**

NOTES SUPPLIED BY THE THEATRES.

Bounding a brilliant cast of favourites, headed by Elissa Landi, Lionel Barrymore and Laurence Olivier, a tensely gripping and romantic story and some of the most lavish sets that have been flashed upon the screen in many a day, "The Valley of Teke," showing at the King's Theatre to-day and judging by the enthusiastic applause it caused, the film is everything advance reports from Hollywood said it is.

The dramatic plot, which was adapted for the screen from Michael Morton's stage play by Jules Furthman and Guy Bolton, evolves about a young and sensitive Russian girl, who through circumstances beyond her control finds it necessary to match her wits against those of the insidious head of the Czar's Secret police, with her own romance and the safety of her lover as the stakes of the struggle. In the end she is forced to kill the relentless maniac, only to be then faced with graver problems that lead to a most startling denouement.

The role of the girl is enacted by Miss Landi and is one that gives full play to her histrionic talents and during her emotional scenes she rises to heights of dramatic power seldom seen and heard on the screen. Lionel Barrymore appears as the cruel and scheming police head and as usual Mr. Barrymore gives a performance that is nothing short of superb. Laurence Olivier, who only recently came to the screen from the London and Broadway stage is excellent in the romantic male lead.

Other favourites in the cast who are deserving of much credit are Walter Byron, Rita Laroche, Sarah Padden, Arnold Korff, Michael Auer, Edwin Maxwell and Boris Karloff.

"The Valley of Teke" marks the return of Raoul Walsh to the dramatic medium and his direction of it is perfect in every way. He has secured the most from every dramatic situation and at the same time guarded his players from overreaching their roles in the tense moments of the picture. It ranks with his "The Man Who Came Back," his recent dramatic hit with Janet Gaynor and Charles Farrell.

"Half Shot" Sets New Mark.

Besides being the funniest all-talking musical comedy to date, Radio Picture's "Half Shot at Sunrise," featuring Bertie Wheeler and Robert Woolsey, comedy stars of "The Cuckoo," "Rio Rita" and "Dixiana," the film breaks all records for production magnitude.

Filming required the entire RKO ranch, a huge tract of land at Encino, California, together with several of the sound stages on the Hollywood lot. A whole city block of Paris was reconstructed, as were two palaces, two magnificent cafes, extensive gardens and nearly a mile of front-line trenches.

Military equipment used was valued at hundreds of thousands of dollars.

Extra people employed exceeded the 2,000 mark and included 600 infantrymen, 100 cavalrymen and mounts, 100 machine gunners, a motor transport train and personnel and a squadron of French cavalry. These men were recruited from ex-service men's organizations and the National Guard.

The cast, in addition to the fifteen principals, included over thirty "bit" parts.

Musical comedy, as applied to this production, opening to-morrow at the Queen's Theatre, means more than one orchestra. It means that three bands, two orchestras and three choruses were employed, including the RKO Pearl Eaton dancers, and the Tiller Girls, famous English trained dance troupe. The bands included a Scotch Kiltie organization.

"The Cheat."

Tallulah Bankhead, star of "Tarnished Lady" and "My Sin," in both of which talking feature, she scored individual triumphs far beyond the plot opportunities, has a role minutely fitted to her enigma, excitement-craving self in "The Cheat," a modernized Paramount edition of Hector Turnbull's famous box-office leader of silent days. She has the role created then by Fanny Ward.

With Irving Pichel, gifted character artist most recently featured in "An American Tragedy" and "The Road to Reno, in the "cheating" role originally done by Sesame Hayakawa, there is no reason to believe that this feature, to be headlined at the King's Theatre beginning next Wednesday, will not prove as popular as its non-voice predecessor.

George Abbott, who directed "My Sin" and "Secret of a Secretary," gets the same assignment here.

The story tells of an alluring woman intrigued by the love-making of a mystic man of oriental culture. In spite of the fact that she is happy and satisfied with her husband, she permits this flirtation and a gambling debt to draw her into the power of the intruder. He writes a cheque to pay one of her obligations. In the meantime money is provided with which she cancels the cheque, but the enslaved lover refuses to consider her promise filled. The later sequences reveal how she is branded and the dramatic suspense which follows when her vengeful shooting of the tormentor, brings herself and husband to a notorious position in court.

Popular Villain.

John Miljan, professional "villain" of the talkies, doesn't care particularly in what country he is called upon to be mean, so long as he can be good and mean.

Miljan will be remembered as the crooked rascally driver in "Speedway," the drunken South American in "Untamed," the Police Commissioner in

"PART OF THE PICTURE"



The cigarette a man smokes is definitely "part of the picture"—as much as his choice in clothes. That's why CAPSTAN reflects the well-dressed man. It's the finer flavour—and the personality that is CAPSTAN.

CAPSTAN

IT'S the finer flavour!

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Reserve Liability of Proprietors

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CANTON KANGSAR SITTAWAN

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CEBU KUMPUK TAIPING

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DAIREN KUALA TONKAN

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HAIKONG NEW YORK YOKOHAMA

HANOI PEKING ZAMBOANGA

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HONGKONG

Power Exchange and opened Banking business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

J. STUART Manager.

Hongkong, 17th August, 1932.

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up) £1,000,000.00

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BOMBAY LONDON SAN FRANCISCO

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LAOS LUMPOUR YOKOHAMA

Current Accounts opened in Local Currency

and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

Hongkong, 27th February 1932.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital £50,000,000

Issued and Fully Paid-up £50,000,000

Reserve Funds—

Sterling £1,500,000

Silver £10,000,000

Reserve Liability of Proprietors £20,000,000

HEAD OFFICE—HONGKONG.

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TO SINGAPORE PENANG & CALCUTTA	Yuanisang Kumsang	Fri. 25th Mar at 3 p.m. Tues. 5th Apr at 3 p.m.
TO OSAKA via AMOY, SHANGHAI, MOJI & KOBE	Guisang	Fri. 18th Mar at 7 a.m.
TO YOKOHAMA via AMOY, KOBE & OSAKA	Hosang	Sun. 3rd Apr at 7 a.m.
TO SANDAKAN	Hinsang Maussang	Sun. 13th Mar at 10 a.m. Sun. 27th Mar at noon.
TO TIENTSIN via SWATOW & CHINOO	Cheongshing Chipshing	Fri. 25th Mar at 7 a.m. Fri. 1st Apr at 7 a.m.
TO SHANGHAI via SWATOW	Yatshing	Tues. 15th Mar at 7 a.m.

For freight or passage apply to:

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Telephone 30311.

General Managers

SQUALL HITS CANTON.

SUDDEN RAINSTORM CAUSES DAMAGE.

Canton, Mar. 11. Canton and its suburbs were hit by a strong squall and rainstorm this evening, from six o'clock until after ten o'clock, causing the complete interruption of all communications in the busiest parts of the city and destruction of some small houses in the suburban districts.

The suddenness of the rainstorm caught the residents unprepared, and the confusion was intensified by the interruption of the electric supply, the entire city being in darkness for over an hour. Hundreds of passengers arriving by the Canton-Kowloon Railway were greatly inconvenienced. The buses running between the East Bund railway station and Shammen and other central districts had suspended service at the time of the train's arrival about eight o'clock, but resumed when the storm abated.

It is feared that several wooden craft anchored in the river were sunk. The Police believe that some casualties must have been suffered ashore and afloat.—Reuter.

ELECTION SHOOTING.

FREE STATE JURY FINDS PROVOCATION.

London, Mar. 11. The shooting of the Irish election candidate, Reynolds, and the detective, McGeehan, last month, had a sequel at the Dublin Assizes yesterday when two concurrent sentences, each of a year's imprisonment, were passed upon Joseph Leddy.

Leddy is a pensioner of the Royal Irish Constabulary and he was charged with murder in each case.

The jury found Leddy guilty of the manslaughter of Reynolds, adding as a rider to their verdict a recommendation to mercy owing to the "provocation he received."

The judge entirely agreed with the recommendation. Leddy pleaded guilty to the manslaughter of McGeehan and sentences were passed as above.—Reuter.

ROYAL ROMANCE.

SWEDISH PRINCE'S WEDDING.

London, Mar. 11. The marriage of Prince Lennart, a grandson of the King of Sweden, to Miss Karin Niavandt, the daughter of a Stockholm merchant, at a London register office, stirred popular interest to an extraordinary degree, in view of King Gustave's distaste for the alliance.

The bride's dress was of caudine, with coat and hat of the same colour.

None of the bridegroom's relatives attended the marriage, although both his mother, the Grand Duchess Marie of Russia (who does not live with her husband) and his maternal uncle, the Grand Duke Dmitri, who are at present in London, did not object to the marriage, but strongly disapproved of the absence of a church ceremony.

The newly wed pair, who now assume the name of Mr. and Mrs. Bernadotte, will reside at Lake Constance. They were greeted hysterically by an enormous crowd, mostly of women, as they left the register office.—Reuter.

PRICE OF STERLING.

LORD BRADBURY SOUNDS TIMELY WARNING.

London, Mar. 11. A wave of foreign speculation in sterling following Britain's recovery, has inspired a very important letter by Lord Bradbury to the *Times*, pointing out the means whereby the authorities may check speculative rises which Bradbury considers harmful while gold prices remain low.

He remarks that if the authorities intended to foster an appreciable recovery in sterling, it is scarcely conceivable that they would have sold sterling at rock-bottom prices to repay the dollar and franc credits.

"We may assume that unless the purchasing power of gold declines considerably, sterling is not likely, except temporarily, to exceed 3.40."

The authorities, he says, can check the rise either by selling sterling or buying gold, adding

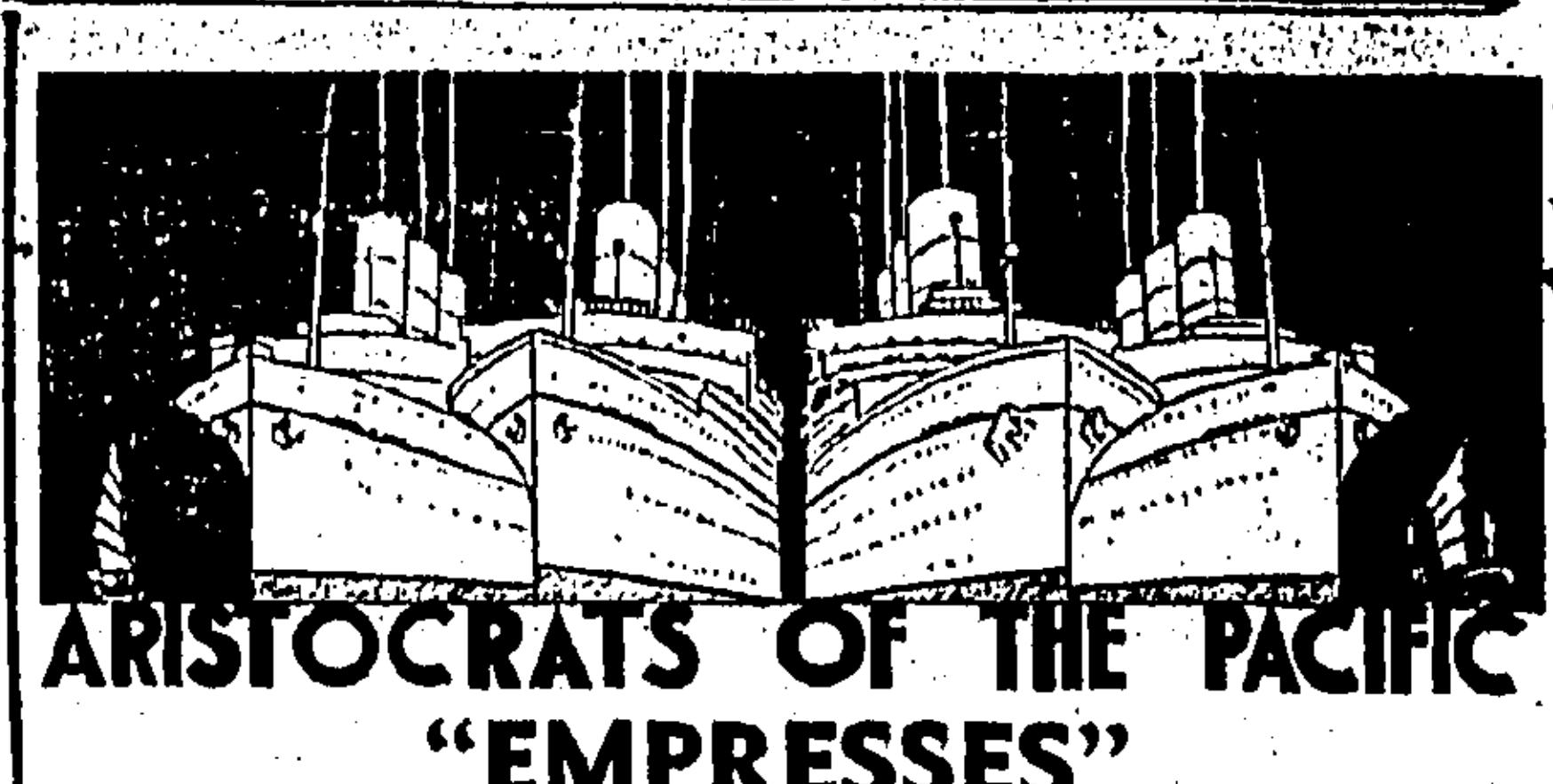


Don't let them suffer from cuts and burns!

Children are so active they can't help getting cut and bruised. They suffer—not only physical pain but the danger of poisoning. Apply Absorbine Jr., the soothing antiseptic liniment, it relieves pain almost at once. Absorbine Jr. is non-irritating to the most tender skin. It soothes, takes out the sting and pain, and promotes healing immediately. Keep it handy for the many emergencies that children have every day. Also use for insect bites, toothache, sunburn,

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FOR

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Empress of Asia Mar. 17
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Fortnightly sailings on Tuesdays.

Pres. Coolidge ... Mar. 16, 6 p.m. Pres. Jefferson ... Mar. 18
Pres. Wilson ... Mar. 29 Pres. Madison ... Apr. 2
Pres. Hoover ... Apr. 12 Pres. Cleveland ... Apr. 16

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Special through rates to Europe via United States. Direct sailings with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

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Full particulars upon application.

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Fortnightly sailings on Sundays via Manila, Straits, Colombo, Bombay, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Adams Sun. Mar. 20, 8 a.m. Pres. Pierce Sun. May 1, 8 a.m.

Pres. Harrison S. Apr. 3, 8 a.m. Pres. Monroe Sun. May 15, 8 a.m.

Pres. Hayes Sun. Apr. 17, 8 a.m. Pres. V. Burn Sun. May 29, 8 a.m.

To Manila

Pres. Jefferson ... Mar. 12, 6 p.m. Pres. Madison ... Mar. 26, 6 p.m.

Pres. Adams ... Mar. 20, 8 a.m. Pres. Harrison ... Apr. 3, 8 a.m.

Pres. Wilson ... Mar. 22, 6 p.m. Pres. Hoover ... Apr. 5, 6 p.m.

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SERVICE OF FAST MOTOR VESSELS

With limited, but exceptionally good, passenger accommodations.

Homeward to:

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M.V. "FORMOSA" ... 14th Mar.

M.V. "SHANTUNG" ... 26th Mar.

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SHANGHAI, AND JAPAN PORTS.

Sailing about

M.V. "NAGARA" ... 27th Mar.

M.V. "NANKING" ... 22nd May.

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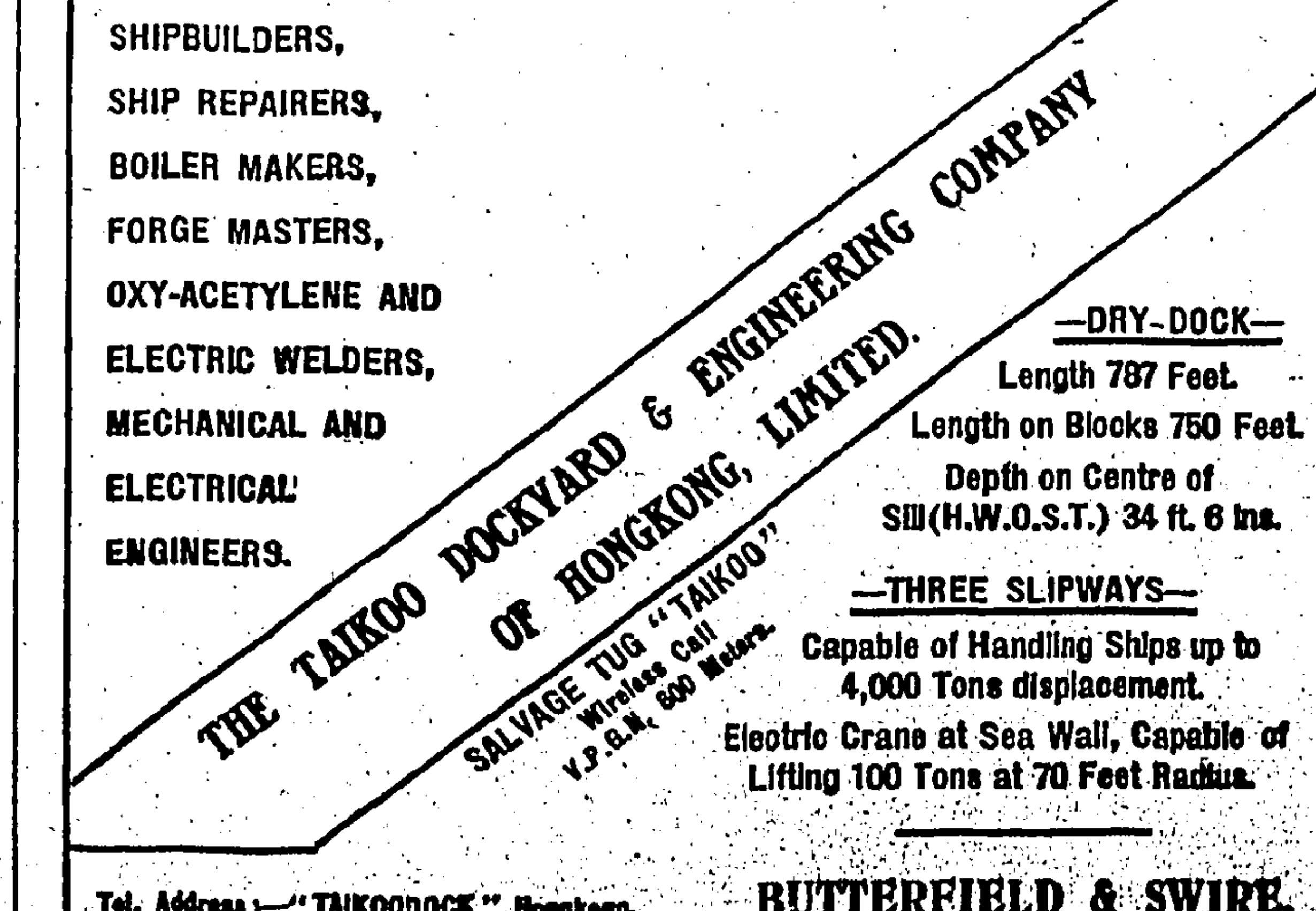
"C" Class ... 639

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GILLMAN & CO., LTD.

Hongkong

G. E. HUYNH



ORATORS AT DINNER.

CELEBRATION OF LITERARY AND DEBATING SOCIETY.

Preparations for the annual dinner of the Y.M.C.A. Literary and Debating Society are now complete, and those attending this function which takes place on Wednesday evening next at 8.15 p.m. are promised an unusually entertaining evening.

A varied toast list has been compiled, the chief among which is the health of "Our Lady Members". This is to be proposed by Mr. S.A. Sweet, who so delighted his audience when he took part in the December debate. "That the Craze for Speed is worth while," Mr. T. V. Harman is to reply on behalf of the Indians.

The invitation to the ladies to take part in the dinner is one of the features of the function, and it is hoped there will be a large attendance of the fair sex with their gentleman friends to ensure success to the event.

Mr. P.S. Cassidy is to preside and other toasts to be submitted are "Our Sports and Sportsmen", "The Grasswidowers", "The Literary and Debating Society", etc.

These have all been placed in the hands of members of the Y.M.C.A., several of whom have taken part in the season's debates. Speeches are limited to ten minutes in length, and there is a promise of oratory more scintillating than any before heard at the Y.M.C.A.

Members and friends who intend to be present are reminded that tables for parties must be booked in advance and not later than Tuesday next.

Informality is being encouraged by the introduction of "party" tables instead of the customary "all-in" festive board, and the Literary and Debating Society are confident that this is to prove the most successful function staged by the committee this season.

ATTEMPTED SUICIDE.

CHINESE WOMAN LEAPS OFF FERRY.

Considerable excitement occurred on the 11.30 p.m. ferry from Hongkong to Kowloon last night, when a Chinese woman passenger leapt overboard. The ferry was immediately stopped and lifebuoys were thrown overboard, but it was some time before she could be found. She was eventually picked up unconscious, and on arrival at Kowloon was handed over to the Water Police who conveyed her to hospital.

Inquiries at the Water Police Station at 1 a.m. elicited the information that the woman was still unconscious. Her name is unknown.

Two of the lifebuoys which

MUKDEN CELEBRATES.

ENTHUSIASM TEMPERED BY BANDIT THREAT.

Mukden, Mar. 11. The streets are festooned today in celebration of the formation of the new State.

"Bandits" have been erected, and posters bearing felicitous inscriptions are to be seen everywhere. At noon nearly the whole Japanese community gathered outside the military headquarters and cheered General Honjo.

The enthusiasm of the Chinese community, however, is considerably dampened owing to the fact that in the past two days bandits have made serious attacks on the suburbs. Serious fighting is reported from the north station today. Numerous houses on three sides of the city have been set fire in the past few days, and some conflagrations are still visible.

Many of the Chinese inhabitants are extremely nervous fearing that there may be wholesale looting to-night.—*Reuter Special*.

COMPANY REPORTS.

BANK OF EAST ASIA, LTD.

The report of the Directors of the Bank of East Asia, Ltd., to be presented to the shareholders at the meeting to be held on the 10th. Inst.

The directors have pleasure in submitting the profit and loss account for the year ending December 31, 1931, together with the balance sheet at that date.

Accounts.—The profit for the year, including the amount brought forward from last year, and after paying all expenses and charges and providing for all bad & doubtful debts and other contingencies amounts to \$1,040,823.17 which the directors propose to deal with as follows:

To pay dividend of \$6.00 per share on 50,000 shares absorbing	\$ 300,000.00
To pay a bonus of \$2.00 per share on 50,000 shares absorbing	100,000.00
To transfer to reserve for directors, holders of founder shares and the staff	200,000.00
To pay a special bonus to the staff	48,012.03
To carry forward	1,034,21
	375,600.33
	\$1,040,823.17

Directors.—The Directors have to record with deep regret, the death of the late Mr. Fung Ping Shan, which took place on 2nd August, 1931.

Afterwards, The accounts have been audited by Messrs. Percy Smith, Seth, and Fleming, who retire, but eligible, offer themselves for re-election.

were thrown overboard were picked up by the last ferry from Kowloon, at one o'clock this morning.

THE VOLUNTEERS.

CORPS ORDERS FOR THE COMING WEEK.

No. 10/32—Hongkong Volunteer Defence Corps Orders by Lieut.-Col. L. G. Bird, D.S.O., C.B.E., commanding:

March 11, 1932. Parades.

(a) Corps Band—1. All members are reminded that the following parades must be attended by every one possible:

Monday, Tuesday, Friday, March 14th, March 22nd, March 18th, March 21st.

2. Attention is called to Corps Orders No. 9/32 para: 2 with reference to parades for Friday, March 18th and Tuesday, March 22nd.

(b) Battery—1. Attention is called to Corps Orders No. 9/32 para: 2 practice parade for G.O.C.s Inspection of Friday, March 18th at Headquarters. Every member must attend this parade.

Dress—Uniform, balaclava, breeches, puttees, jacket, shoulder belt, rifles and bayonet. Model of same will be worn.

2. G.O.C.s Inspection—Parade on March 22nd, dress as above. Every member must attend this parade.

(c) Corps Signals—1. All members must attend the parades at Corps Headquarters at 6.30 p.m. on Friday, 18th March and on Tuesday, 22nd March in uniform.

Any member unable to attend should notify the O.C. Unit.

2. Musketry—All members, who have not fired Part II Musketry Practice must fire at Stonecutters Range on Sunday, 13th March.

(d) Machine Gun Troop—1.

Musketry—All ranks will fire Part II Rifle Course at Peak Range at 9 a.m. on Sunday, 13th March.

2. Parade at Corps Headquarters at 5.30 p.m. on Friday, 18th instant for rehearsal of the G.O.C.s Inspection.

(e) Armoured Car Company—Car Section. Parade at 5.30 p.m. on Friday, 18th instant on Murray Parade Ground for the Annual Inspection Rehearsal.

Dress—Royal Tank Corps Caps, Jackets, Belts, Shorts, Puttees and Hose-tops.

(f) Machine Gun Company—1. The Company will parade as strong as possible in close column of Platoons in multi with rifles, belts and side-arms for practice for G.O.C.s Inspection under C.S.M. Slattery at 5.30 p.m. at Headquarters on Tuesday, 16th March.

2. All casuals of the Company will fire Part II Rifle Course at Peak Range at 9 a.m. on Sunday, 13th March.

3. G.O.C.s Inspection. The General Officer Commanding will inspect the Corps on Tuesday, 22nd March and there will be a full uniform practice parade on Friday, 18th March. All members of the Company are requested to keep both dates free in order that the Company will maintain its previous high standard of efficiency on this inspection.

(g) Portuguese Company—Attention of all ranks is called to Corps Orders No. 9/32 para: 2 with reference to parades for Friday, March 18th and Tuesday, March 22nd. The reputation of the Company must be maintained.

1. A.A.L.A. Company—1. The A.P.C. Section will parade at 5.30 p.m. at North Point on Thursday, 17th March.

2. The Portuguese Section will parade at 5.30 p.m. at Headquarters on Friday, 18th March.

(h) Officers Commanding the undermentioned Units will issue their Orders separately to their Commands:

I. Engineers Company.

II. Armoured Car Company.

III. Motor Cycle Section.

IV. Scottish Company.

G. O. C.s Inspection.

Full details of this parade will be issued to O.S. C. Units on 14th instant.

Arms Drill.

O.S. C. Units are reminded of the importance of the practice of arms

ROADS POPULAR.

HUGE MOTOR COACH STATION IN LONDON.

London, Mar. 11.

Evidence of the growing appeal of road travel was given to-day, when Mr. P. J. Pybus, Minister for Transport, opened the world's largest motor coach station.

Thirty-two companies will use the station, where special facilities are provided for the maintaining of direct telephonic communication with all provincial stations.—*Reuter's Special Service*.

CONSIGNEES' NOTICE.

THE BEN LINN STRAMERS, LTD.

From LEITH, MIDDLESBRO', LONDON and STRAITS.

The Steamship,

"BENGLOE"

Consignees of Cargoes are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th March, 1932, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 2nd April, 1932, or they will not be recognized.

To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 18th March, 1932, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by.

GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 11th March, 1932.



BARBER WILHELMSEN LINE.

TRANS-PACIFIC AND ATLANTIC COASTY SERVICE

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on

MARCH 18th

for

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PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT)

S. S.	Tons	From Hongkong (about)	Destination
CARTHAGE	15,000	12th Mar. noon	Marseilles & London
RAJPUTANA	17,000	26th Mar.	Marseilles & London
MIRZAPORE	6,700	29th Mar.	Straits, Colombo & B'bay
*BURDWAN	6,500	2nd Apr.	Bombay, M'les, L'don, H'burg, R'dam, A'werp & Hull
CORFU	15,000	9th Apr.	Marseilles & London
WALALEINDI	17,000	23rd Apr.	Bombay, M'les & L'don
RANPURA	17,000	7th May.	Bombay, M'les & L'don
*SAMALI	6,800	14th May.	B'ay, M'les, L'don, Havre, H'burg, Rotterdam, Antwerp & Hull
CHITRAL	15,000	21st May.	Bombay, M'les & L'don
RANCHI	17,000	4th June.	Bombay, M'les & L'don
*BANGALORE	6,500	11th June.	Cargo only. *Calls Casa Blanca. †Calls Djibouti.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by Steamer of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS.

SANTHIA	8,000	23rd Mar.	S'pore, Penang & Calcutta
TALMA	10,000	3rd Apr.	S'pore, Penang & Calcutta

B. I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

NANKIN	7,000	2nd Apr.	Manila, R'baul, Brisbane, Sydney and Melbourne
NELLORE	7,000	30th Apr.	
TANDA	7,000	3rd June.	

Regular Monthly Sailings from Hongkong to Shanghai and Japan and Hongkong to Australia.

Hongkong to Sydney—10 days.

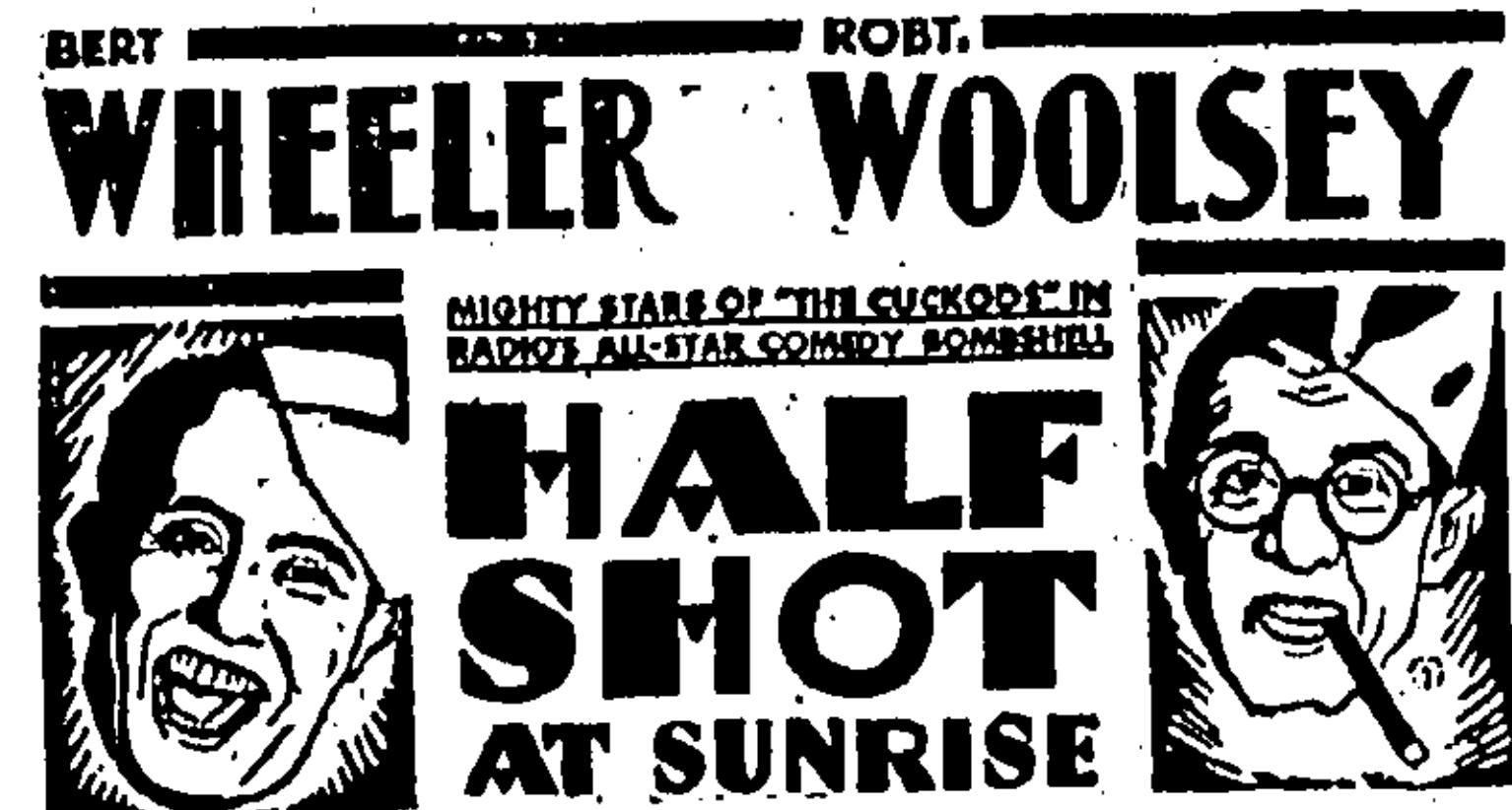
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COMMENCING TO-MORROW
AT THE QUEEN'S.



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THAT TAKES THE LEAD IN ALL
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OBTAINABLE AT ALL LEADING STORES

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FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria
Hongkong.

OFFICE BOY SENT
TO PRISON.

THEFT OF A GOLD
WATCH.

Taking a serious view of the case because the defendant had been in a position of great trust, Mr. Schofield, at the Central Police Court this morning, sentenced an office boy employed by Mr. A. A. Rumjahn to three months' hard labour on a charge of stealing a gold watch valued at \$300, belonging to his employer.

The defendant was employed by Mr. Rumjahn at 1, Shiu Fai Terrace, Stubbs Road, first as house boy and subsequently at his office, 20 Stanley Street, as office boy. During the past six months Mr. Rumjahn had been the victim of a series of thefts at his house and had to dismiss several servants. At the end of last month he had to transfer part of his valuables to his office, the more costly jewellery being placed in safe deposit, whilst his house was being renovated.

On February 28, the defendant, who had access to the property in the office, stole the gold watch and chain together with a medal and on March 2 he resigned. On Thursday last he attempted to pawn the watch but the pawnbroker was not satisfied with his explanation as to how he had come by the watch and took him to the Police Station for enquiries. On the back of the watch the police found the name of Mr. Rumjahn, who was then notified.

Inspector Rozesky, who prosecuted, informed his Worship that the chain and medal had been taken to Canton and melted. The defendant, he said, had always been well treated by Mr. Rumjahn and received \$15 per month as well as board and lodging.

His Worship remarked that the defendant had actually been arrested by the pawnbroker, which was a very rare occurrence. He commended the pawnbroker on his action.

SURPLUS COTTON
MACHINERY.

COLD WELCOME FOR
SCRAPPING PLAN.

London, Mar. 11.
The result of the enquiry on the proposal of the Joint Committee of Cotton Trade Organisations for the concentration of production by the scrapping of surplus plant was not entirely satisfactory from the viewpoint of the scrappers.

The figures show that approximately forty per cent. were in favour, thirty-five per cent. against, while 25 per cent. sent no replies.—Reuter.

London, Mar. 11.
The death has occurred of Mr. J. J. Joicey, the famous naturalist and traveller.

The deceased spent forty years

making the world's largest collection of 1,500,000 butterflies and moths, valued at £50,000.—Reuter.

RUBBER OUTPUT
RESTRICTION.

DUTCH DECISION
SHORTLY.

The Hague, Mar. 11.
Heer de Graaf, the Minister for the Colonies, announced in the Lower Chamber to-day that a decision regarding the restriction of rubber output would shortly be taken.—Reuter.

London, Mar. 11.
The outbreak of fire occurred in the soiled linen room in the Peninsula Hotel, apparently having been caused by a lighted cigarette-end being carelessly thrown on the floor. The outbreak was discovered by the staff whose prompt use of the Hotel fire-fighting equipment averted a blaze. The damage caused was negligible, being confined to the flooring and a very small quantity of linen.

At 1:35 this morning, a small out-

broke of fire occurred in the soiled

linen room in the Peninsula Hotel,

apparently having been caused by a

lighted cigarette-end being carelessly

thrown on the floor. The outbreak

was discovered by the staff whose

prompt use of the Hotel fire-fighting

equipment averted a blaze. The

damage caused was negligible, being

confined to the flooring and a very

small quantity of linen.

On Sunday night, he will

meet Sir John Simon, who is

leaving Geneva to-night for Paris,

where he will attend Monsieur

Briand's funeral to-morrow. Sir

John will meet the French

Premier, M. Tardieu, in Paris, and

will probably discuss with him the

proposals advanced for a Danubian

Customs Union. Sir John will

proceed to London on Sunday.

—British Wireless.

London, Mar. 11.
The Prime Minister, who is now

fully recovered, will to-morrow

return from Newquay, where he

has been convalescing, making the

250-miles journey by road.

London, Mar. 11.
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London, Mar. 11.
The outbreak of fire occurred in the soiled

linen room in the Peninsula Hotel,

apparently having been caused by a

lighted cigarette-end being carelessly

thrown on the floor. The outbreak

was discovered by the staff whose

prompt use of the Hotel fire-fighting

equipment averted a blaze. The

damage caused was negligible, being

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